

Registered as a Newspaper at the General
Post Office in the United Kingdom.

No. 20,082 號二十八零萬二第 日三十月九年戌壬 HONGKONG, WEDNESDAY, NOVEMBER 1st, 1922. 三拜禮 號一月一十年一十國民華中 Price, \$3 PER MONTH

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THE "CUTTY SARK."

FAMOUS CHINA TEA CLIPPER.

BY ARCHIBALD BIRD IN THE "DAILY TELEGRAPH."

The *Cutty Sark* represents a world of sea romance which lies hidden in the dusty books of ships officers, for she is the last of the clipper ships which used to race home with their precious cargoes of tea from China in bygone times. Apart from the appeal to the sporting instinct which such contests made, a good deal of money hung on the issue of these races home with the first cargoes of the new season's tea crop. First on the market was to be first in price, and tea at that time was an expensive luxury. Ships were specially built to race home at the highest possible speed. Oliver Wendell Holmes speaks of "the knife-edged clipper with her ruffled spars." In designing such vessels everything except seaworthiness was sacrificed in order to produce a vessel which could travel fast; she was given sharp lines like a yacht, had more or less raking masts, and was fitted out with as much canvas as she could carry without capsizing. There is nothing to be seen at sea to-day to compare with the grace and beauty of the China tea-clippers of fifty or sixty years ago, and as a mere matter of naval archaeology the homecoming of the *Cutty Sark*, the last of the type, is an event. She alone remains, as the embodiment of a peculiar phase of the sailing ship era, a spur to the memory of old seamen, and a joy to the eye of everyone who takes a delight in the sweet lines of a ship.

AN OLD SEAMAN'S FANCY.

She was built at Dumbarton in 1869 by Messrs. Scott & Linton, and when that firm got into trouble Messrs. Denny, Brothers finished her. She did fine service for her owners; and then, when the Suez Canal was opened and the ubiquitous steam tramp ship made its appearance, the *Cutty Sark*, after having been on the Australian trade, passed into the possession of Messrs. Pennington, a firm of Portuguese shipowners. In February, last she put into Falmouth for repairs, and the eye of Captain Dowman, a retired merchant skipper living at Falmouth, was attracted by her attractive lines and her square ports. Though she bore an unfamiliar name, he recognised her as the *Cutty Sark*, against which he had raced unsuccessfully in the *Hackaday*. And now he has become the proud owner of this old tea clipper at a rather long price—for as soon as the owners realised that the vessel had a sentimental value it was reflected in the sum asked. But this British seaman was not to be denied his fancy, and so the *Cutty Sark* will once more hoist the British ensign. What her new owner will do with her is uncertain. Probably she will become a show ship, at a time, and if eventually she is to be used as a training ship for boys, which is the present intention, no more fitting vessel could be found for her. For the *Cutty Sark* preserves the memory of great prowess in seamanship and has brought back into this post-war world some of the romance which was the salt of life to the old seamen.

17 KNOTS AN HOUR.

The *Cutty Sark* was in her day a marvel for speed; she has sailed, it is credibly reported, at the rate of 17 knots an hour! That may not seem much to those who are accustomed to travel in one of our ocean liners, but most of our imports and exports are carried in tramp steamers which jog along at an average of only eight or nine knots. But the tramps are largely independent of wind and sea, whereas even the fleetest clipper may become becalmed. A good many seamen of our own race in the days when British and American sailors grew excited over the races of the tea-clippers from China contended that the *Cutty Sark* had no superior for speed. Her only serious rival was the *Thermopylae*, also British built, which was esteemed as the swiftest ship, even in the lightest airs, which had ever been launched. Indeed, Mr. Basil Lubbock has recorded that she was known to have gone along at seven knots an hour, "when a man could have walked round the decks with a lighted candle." She was the peculiar pride of the British merchant navy. "In steady quartering breezes, when all sail was set, she would go 12 or 13 knots comfortably, her helm amidships, and a small boy steering; and there was never any necessity to take in her royals or small staysails until she was running well over 12 knots. Imagine the feelings of the upholders of the claims of such a wonder when it was suggested that a new arrival on the seas, the *Cutty Sark*, was a swifter and better ship. The idea was preposterous, but at last the two rivals were put to the test, and the contest of opinion might have been settled beyond peradventure if a mishap had not occurred to the *Cutty Sark*.

A FAMOUS RACE HOME.

In the year 1872 both vessels left Shanghai on the same day, and within an hour or two of each other, for the race home. Calms and fogs succeeded by a monsoon characterised the opening stages of the voyage, in which the two kept closely in sight of each other, a few miles only separating them; and the *Cutty Sark* leading. So they continued till the Equator was crossed, and eleven days later, after a period of calms, a fresh E.S.E. wind favoured the struggle, and *Cutty Sark* went flying ahead with three consecutive runs of 340, 327, and 350 miles. Later still, when she had a big lead of *Thermopylae*, an accident to her rudder put her hopelessly out of the race. A decision could not be reached, but the records of the best performances of the two ships show that there can have been little to choose between them—and probably the *Cutty Sark* was the swifter of the two.

This duel was the most exciting event in the *Cutty Sark's* career, but adventure for her was to be short-lived. She had come on the seas too late. Three or four years after her first voyage, racing between the clipper practically ceased. Steam and the Suez Canal increased the speed and shortened the length of the voyage home from the East, and the sailing ships no longer brought the first consignments of tea and obtained the coveted reward. It had meant a small fortune to any owner to get his cargo in a few days ahead of a rival at the opening of the season. Mr. Basil Lubbock, in his fascinating monograph on "The China Clippers," recalls the sportsmanlike zest which everyone aboard a racing clipper, from the captain to the apprentice shipped for his first voyage, entered into the spirit of the contest. The tea race was the Derby of the sea. The rival owners, agents, and shippers waged huge sums. The crews of two old antagonists, the *Ferry Cross* and *Service*, had become almost a form of etiquette on the China Coast for a captain to back his own ship. Mr. Joseph Conrad, the novelist, has drawn a life-like portrait of Captain Stuart, of the *Tweed*, one of the old breed of skippers engaged in the trade with whom he sailed, who "seemed constitutionally incapable of ordering one of his officers to shorten sail," and to whose extraordinary gift of incisive criticism he bears witness.

AS A PORTUGUESE VESSEL.

The *Cutty Sark* continued in the China and Australia trade for a good many years, carrying her full suit of racing sails and spare till, in 1880, her spars were cut down. Still, despite the reduced sail area, she made many fast voyages. Then, in 1895, the Lisbon firm of Ferreira purchased her, and as they rechristened her *Ferreira*, after themselves, a name famous at Lloyd's passed out of the register. *Cutty Sark* has, of course, no association with *Sark*, one of the Channel Islands, the name being that of Tuna O'Shanter's beautiful witch, Nannie, in Burns' poem, with her long hair and cutty sark flowing in the wind, whose representative forms the figure head. And now, after years of exile, the *Cutty Sark* is returning "once more to the British register, to end her days in the peace and quiet of Falmouth Harbour."

A SINO-ITALIAN CO.'S AFFAIRS.

TLS. 300,000 DAMAGES CLAIMED BY MR. G. A. BENA.

The flotation of a Sino-Italian company which ultimately came to grief was the subject of proceedings in the Mixed Court, Shanghai, last week, when Mr. Ferrajolo (Italian Assessor) and Magistrate Loh heard an action brought by Mr. G. A. Bena to recover Tls. 300,000 damages.

The circumstances of the case as set forth in the statement of claim were that on January 8th, 1921, defendants, Liu Ven-kwei and Lee On-chin, of Peking, entered into an agreement with Mr. Bena to establish a Sino-Italian company with a capital of \$1,500,000, defendants engaging to take up and pay for shares to the amount of \$745,000. Mr. Bena was to hand over the firm as a going concern on March 1st of that year. The company was registered in the Italian Consulate at Shanghai on March 5th, and plaintiff duly handed over the firm and was credited with \$75,000 for the good will of his own business (which was to be absorbed in the new company). Plaintiff now alleged that defendants had neglected to fulfil their part of the agreement and, as a result, had ruined his business and business reputation. He accordingly claimed Tls. 300,000 damages.

THE ENTREPOT OF THE ORIENT.

MANILA'S ASPIRATIONS.

The *Manila Times* says:—Governor-General Wood favours making Manila the foremost port of the Orient and consequently the distributing centre of this part of the globe. In order to carry out this scheme, the council of state will consider the distribution of the proceeds of the insular bonds sold in the United States last June.

Part of this amount will go to irrigation works and part to port works, according to the Governor-General. Director of Public Works Paz has submitted a list of projects with the amount needed for each. It was declared this particular care will be given to improve the south harbour of Manila.

The Governor-General also declared that if Davao is made a sub-port of entry, the prestige of Manila as a port will be enhanced. He said it is time to stop knocking at conditions here and to see that Manila is made the foremost port of the Orient, as it should be.

NEW CORONET FILM.

"FLAME OF LIFE."

Fascinating Finland, with its fire-clad mountain slopes and its labyrinthine chain of moonlit lakes, is the scene of "Flame of Life," the new film which comes to the Coronet to-day. A screen version of a celebrated Finnish novel, it has been produced by the Swedish Biograph Company whose other picture "Love's Crucible" was shown at the Coronet with such pronounced success not long ago. "Flame of Life," a forceful tale of love and passion, is the first Finnish picture to be screened in Hongkong, and it is portrayed in the virile fashion that one would expect Scandinavian actors and actresses to reveal. The glimpses of Finnish scenery are beautifully photographed.

MACAO AS THE "FAIRY GOD-MOTHER."

HER REMITTANCES TO OTHER PORTUGUESE COLONIES.

A correspondent writing to the *Shanghai Mercury* says:—

At the last session of the Legislative Council, the Director of Finances spoke on the debts of the various Portuguese possessions to the Colony of Macao. The aggregate total of these debts, according to the authority quoted, is some \$1,400,872.31 or, in Portuguese currency, in the neighbourhood of 20,000 milreis. The following is a summary of these debts, showing the amount owing by each possession to Macao:—

India	\$157,432.00
Mozambique	\$35,888.75
Angola	\$55,801.31
St. Thomas	\$2,132.63
Cape Verde	\$1,031.13
Guinea	\$2,851.96
Timor	\$43,900.58

With regard to the Home Government itself, it is not exactly known how much Macao has remitted to Lisbon during the past ten years since no current account has been kept during this period.

Now, in connection with these debts on the part of the other possessions to Macao, there cannot be any question but that it is quite honourable for the colonial possessions of any country to assist each other as much as possible, but Macao would seem to have done all the assisting so far, with the other Portuguese colonial possessions doing nothing in return.

With the exception of Portugal, all the colonial possessions of Portugal have constantly shown large deficits in their annual budgets, some as a result of continuous economic upheavals, others on account of unsatisfactory governors whose appointments have been due more to political vicissitudes than to anything else.

A STRONG RESERVE FUND NEEDED.

It is being argued here that the time has come for Macao to cease becoming the fairy god-mother of the other Portuguese possessions. They should paddle their own canoe, in the opinion of local residents, and Macao should be allowed to navigate her own. It would be interesting to know how the Home Government itself chronically in need of funds—and the other colonial possessions would come to the assistance of Macao in case the latter, for once in its life found itself faced with an economic crisis.

High officials here assert that what Macao needs more than anything else is a strong reserve fund set aside for a possible rainy day. This is all the more necessary when one takes into consideration the fact that administrative expenses during the past few years have gradually mounted up whereas the annual revenues have constantly gone downwards. Of the receipts of the Colony, four millions come from the opium, *fandao* and lottery monopolies, if these monopolies disappear, Macao, lacking as it does a strong reserve fund, will find itself entirely "broke." It is on the strength of such an eventuality that the question is constantly being asked: What will the Home Government and the other colonial possessions do in the event of an economic upheaval here?

The money so far lent to the various colonies mentioned, could have been put to better use. Macao has no modern buildings for residential purposes, the European section of the community having to live in decrepit houses of Chinese construction. The streets are in an unsatisfactory state. A good waterworks system is conspicuous by its absence. There is perhaps only one hotel worthy of the name for the accommodation of tourists. There are no libraries, museums and other institutions worthy of a colony of centuries of existence. Macao, at the present time, is more like a typical Portuguese small town than a possession that is self-supporting—the only self-supporting possession that Portugal can boast of.

Now that Macao is on the eve of possessing a better harbour, it is all the more necessary that she should not devote her funds for the purpose of assisting the other colonial possessions. They should look after themselves.

It may be noted in passing that it is a sad commentary on the state of affairs that such possessions as Angola, Mozambique and Timor, which are rich in bique and natural resources should look to Macao for financial assistance. Truly the ways of incompetent colonial management are remarkable!

CALAIS-CANTON RAILWAY PROJECT.

The *Englishman* (Calcutta), recently put forward the project of a Calais to Canton railway. Links in the chain would be required across Persia, between Burma and India, and across the Burma-Chinese frontier.

A correspondent writes that the construction of the last-named link would be opposed by the Chinese, as it would divert trade from the sea provinces; by the French because of Indo-China's share in transport; and by Siam. Through all these three countries trade travels down the rivers.

A report has been published to the effect that Messrs. Arnold Bros. & Co. were absorbing all the interests of Messrs. E. D. Sassoon & Co. in the Far East. This is quite incorrect. The facts of the case are, the *M.C. Daily News* says, that Messrs. E. D. Sassoon have approached Messrs. Arnold with a view to acquiring an extensive interest in their business, which includes the management of the Oriental Cotton Spinning and Weaving Co. Nothing definite has, however, yet been decided nor is it likely to be until the return of Mr. H. E. Arnold, who is on board the *Empress of Canada*, due here about November 3rd and 4th.

BIRTHDAY OF THE EMPEROR OF JAPAN.

CELEBRATIONS IN HONGKONG.

The Japanese community in Hongkong yesterday took their part in celebrating the 33rd birthday of H.I.M. the Emperor of Japan.

Japanese vessels in harbour dressed ship for the occasion and Japanese business houses made a liberal display of flags.

The Japanese Consul-General (Mr. S. Takahashi) and the Vice-Consul (Mr. K. Gunji) held an "at home" yesterday afternoon in the grill room of the Hongkong Hotel. Amongst those who attended to convey their felicitations, were the Governor's A.D.C. (Capt. Neville), H.E. the General Officer Commanding (Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O.), the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G.), the Police Judge (Mr. J. R. Wood) and Mrs. Wood, Sir William and Lady Brunyate, Sir Robert and Lady Ho Tung, the Hon. Mr. A. O. Lang (Chairman of the Hongkong General Chamber of Commerce), the Hon. Mr. J. H. Kemp, K.C., the Hon. Mr. E. R. Hallifax, Mr. A. E. Wood, the Harbour Master (Commander C. W. Beckwith, R.N.), Mr. G. T. Edkins, Mr. G. M. Young, Mr. A. Dyer Ball, the United States Consul-General (Mr. W. Holt Gale) and Mrs. Gale, and amongst others the Consuls for Italy, the Netherlands, Guatemala, Nicaragua, Peru and Brazil. Leading members of the Japanese community present were: Mr. Kamui, President of the Japanese Association, Mr. Tsutsumi, Mr. Okubo, Mr. H. Tsuda, Mr. Koudoh, Mr. Nishiyama and Mr. Ohashi, the last-named gentleman has been a resident in the Colony for 50 years.

Ten was served and afterwards the guests were asked to drink in a glass of champagne, the health of His Imperial Majesty. The Hon. Mr. A. G. M. Fletcher proposed the toast and, when it had been honoured, the Japanese Consul-General proposed the toast of His Britannic Majesty.

Last evening the Japanese community held an *ad libitum* party in Kowloon, and the Star Theatre was engaged for the evening for a concert.

ROBBERS SURPRISED.

How six armed robbers were surprised and had to beat a hasty retreat is told in yesterday's police report. It appears that the six robbers, armed with revolvers, forced their way into a rubber yard at No. 151-153, Krenner Street, Tai Kok Tsui, and held up the master of the yard, name Tang Chang, and four foks. They were about to tie up the terrified inmates when the master's brother, living next door, hearing the commotion in the yard, and thinking that something was wrong, blew a police whistle. The robbers became scared, and beat a hasty retreat without stealing anything.

THEFT IN A BANK.

BUNDLE OF NOTES STOLEN FROM COUNTER.

An impudent theft took place at the Bank of Taiwan on Monday. A customer named Chwang Shing Hui, the sub-manager of a Motion Picture Company, had just drawn \$1,313 from the bank and the bundle of notes were resting on the counter waiting to be picked by the customer when a man named Ho Ting Hu, said to be the sub-manager's friend and who was accompanying him at the time, leaned forward, grabbed the notes and made off with his haul.

The customer was so startled at the action that he did not take any action in the matter for some seconds and when he raised the alarm his so-called friend had completely vanished.

EUROPEAN CHARGED WITH ASSAULT.

COMPLAINANT IN HOSPITAL.

Douglas Evans, a representative of Messrs. Sandler & Co., steel merchants, of London, who is staying at the Station Hotel, Kowloon, was charged with assault yesterday, for common assault. The complainant who is at present in hospital, alleges that the defendant assaulted him in Ice House Street. The case was remanded to November 2nd, pending the discharge of the complainant from hospital.

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just as expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central—Appt. 1922

CORRESPONDENCE.
"POPPY DAY DRIVE."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I write to solicit the kind assistance of your columns in connection with the above matter.

As is no doubt well-known to you and your readers, last year Earl Haig organised at Home a sale of poppies on Armistice Day for the purpose of raising funds for the relief of ex-service men and their dependents. This year the parent branch of the British Legion in London have appealed to the Hongkong Branch of the Legion to organise a similar Poppy Day Drive in Hongkong, and this the General Committee of the Hongkong Branch have resolved to do. They have entrusted to a sub-committee, on behalf of whom I now write, the task of organising this drive, and we desire to make it as great a success as possible. All funds raised (less expenses) will be remitted direct to Earl Haig.

The appeal that we make is a strong one, and we feel that it cannot fail to secure the wholehearted sympathy of the public. Firstly, it is seldom that we appeal—once a year in fact, and then on Armistice Day, a most appropriate one. The war has not yet been forgotten, and resultant distress at present existing at home among ex-service men and their dependents, though somewhat removed from here, is brought back to us every day by the home newspapers with their unending stories of tragedies. If such a man as Earl Haig can devote his leisure to the cause, and make the appeals which he does on behalf of ex-service men, no doubt can be entertained here as to the need which exists.

We propose to organise this sale of poppies in the same manner as was done at Alexandria Day, and for this purpose we are particularly anxious to have the assistance of the ladies of the Colony. As the appeal is addressed to every person in the community, and as there are many districts to be beaten up—the City, Taikeo, Kowloon, the Peak, Middle Level, etc.—we very much hope that as many as possible of the ladies of the Colony will offer their help. I may say that the Boy Scout organisation has, I understand, been approached, and we hope to have the assistance of a sufficient number of Boy Scouts to enable us to appoint one as A.D.C. to every lady helping, which, we trust, will make her task easier.

It is thought that perhaps the Naval and Military Authorities will approve of poppies being worn with uniform, and it is intended to approach them on the matter. Should they approve, it will enable the Services to help the cause of their ex-colleagues, and in that case we shall want the help of the wives of Officers and men to beat up those who serve. As they are mostly unknown to us, any volunteers from this quarter will be particularly welcome.

We also intend to appeal to the Chairmen of all Clubs in the Colony to help us in the way of having an auction in the Clubs on Armistice Eve; we feel that selling poppies by auction in a cheery way on a cheery evening, should be productive of much money, and we hope that the idea will recommend itself to the Club Committees.

We do not intend at this time to canvass the business-houses of the Colony as they have always been very generous with their support, but any contribution they may feel disposed to send to mark their sympathy with the cause will be much appreciated. We are more than diffident about offering the magnates of the Colony any advice on the principles of high finance, but we would greatly remind them that "many a mickle makes a muckle." A valuable poppy, suitable either for a buttonhole or a glass case, will be sent as a receipt for such contributions.

I have appealed to many persons more or less directly, and my sub-committee trust that they will give us their assistance, but in addition to them this appeal is, as stated above, addressed to every person in the community, and we would specially request everybody to provide themselves with much money on Armistice Eve ready to purchase poppies on Armistice Day. We intend to send sandwiches round town on Armistice Eve to remind people about this important matter, and, as we are anxious to help everybody as far as possible, we shall also provide tasty I.O.U. cards with pencils on the day itself.

Finally, I need hardly remark that we wish to leave no stone unturned to make this drive a complete success. My Sub-Committee are full of enthusiasm for the cause, and find it difficult to regard it dispassionately, but at the same time, it must be recognised that nothing is impossible and, while not wishing to give offence to anybody, it is just conceivable that this appeal might not meet with universal support. Without such support our labours are in vain, and we beg that if people do not intend to support this appeal they will be kind enough to let us know now before we go to the trouble of making the necessary arrangements.

On the other hand, any offers of assistance and any helpful suggestions will be more than appreciated. We should be very pleased if ladies who are willing to assist by selling poppies on the morning of Armistice Day would kindly communicate with the undersigned as early as possible.

Thanking you, Mr. Editor, for so kindly inserting this letter in your respected journal,—I am, Sir, Yours faithfully,
A. H. K. COBB.
(for Poppy Day Sub-Committee).
Hongkong, October 31st, 1922.

SHIPS' OFFICERS AND
SMUGGLING.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—There is one point in the Colonial Secretary's speech at the Legislative Council last week, on smuggling to which I wish to take the strongest exception. The Colonial Secretary states (A) "it is the experience of this Government that ships' officers do smuggle, and that they do receive money for shutting their eyes to what is going on." Also (B) "the Government has made it a rule that prosecutions are not to be instituted unless it is possible to prove negligence or connivance on the part of the ship's officers. Further (C) "cases occur in which a hole is out in an engine-room bulkhead, or the panelling is removed bodily from the saloon, in which case there is either gross neglect of duty or some connivance by the responsible officer."

That is an extremely serious charge to bring against anyone, and particularly against men belonging to a service which the King has honoured by calling "My Merchant Service," and it is difficult to believe that a presumably responsible Government servant would bring it without proof. As one of the Services standard in this way, I would request information on the following points:—

1.—How many prosecutions have been instituted against shipping companies in which it was "possible to prove negligence and connivance on the part of ship's officers?"

2.—What was the nationality of the shipping companies?

3.—What was the nationality of the ship's officer?

As the statement by the Colonial Secretary stands at present, it is impossible to know whether it is aimed at His Majesty's Merchant Service or some other quarter, and in fairness to the former, owners and officers alike, that point should be made clear without any equivocation.

A second point in the speech I want to refer to, which is equally offensive, is that marked (C). "Anyone as high up in the Government service as a Colonial Secretary, is, I presume, expected to know what he is talking about; anyhow when he speaks in public."

Does he know, or does he not know, the conditions under which the smaller ships out of Hongkong are worked? Probably not; but as certainly very few of the public, who might possibly have read his speech, know, and as I, probably for my sins, in a previous existence, have experienced these conditions, and probably shall do so again, it might perhaps, be enlightening if I set them down.

To begin with, there is probably only one white man aboard the ship, i.e., the Master is a European, and he is much more likely in these times, to be a Chinese, uneducated, of course. The owner makes it quite clear that the Master is cured solely to navigate the ship from port to port, and to enter and to clear the ship. In port he is not wanted in the ship, and at sea he never leaves the bridge, all his accommodation being up there. Furthermore, the fact is emphasized by the owner that the "Compradore is the owner's representative, as regards the whole working of the ship; very often the owner and the compradore are one and the same person."

Should the Master be foolish enough to go outside his own job, and attempt to interfere with anything that goes on, he would very quickly find himself on the beach. Under such conditions, will the Colonial Secretary condescend to enlighten an ignorant sailor-man as to where the "gross neglect of duty" or "connivance" comes in, when holes are cut in engine room bulkheads, presumably at sea when the Master is either on the bridge or on shore? We cannot all serve in "Empress" boats with dozens of officers and engineers, and hundreds of a trained crew, and it is quite hard enough to have to go to sea in some of these death traps—witness the fate of the *Tungshing* and *Saidur* last week—with the scum of the Praya forming the majority of the crews, without having mud thrown at us by people who either know the conditions of the service—in which case it seems pretty scandalous that things are not improved—or do not know, in which case silence would become them better.—Yours, etc.,
SEA JAY.

ARMS RUNNING.

THE PALACE HOTEL CASE: MORE
ARRESTS.

Two more arrests have been made by the Police in connection with the recent seizure of arms at the Palace Hotel, Kowloon. A Chinese stevedore steward of the *s.s. President Jefferson* has been arrested by the Water Police. He is believed to have given facilities for the concealment of arms during their importation from America. The arrested man was allowed out on bail of \$1,000. The case against him was called at the Magistrate's yesterday, and the accused steward failed to put in an appearance. The Magistrate ordered his bail to be forfeited.

Yesterday morning an American employed on the *s.s. President Jefferson* was detained by the Police on suspicion in connection with the same case.

It is said that some interesting disclosures will be made on the methods of gun running when the case comes up for hearing before the Magistrate next Friday.

MR. HARY ORE'S FIRST
RECITAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

On Monday evening Mr. Ore gave what is presumably the first concert of a winter series, similar to that which was so much enjoyed last season but not definitely historical in its aim. In this case the programme was a most attractive one, with great variety and nothing commonplace. Busoni's adaptation of two Bach preludes for the Organ put the audience into a proper state of mind for the magnificent *C-minor Sonata* (op. 111) of Beethoven. In these classics Mr. Ore was at his best, notably, in some of the more fantastic variations which form the second movement of the Sonata. If a criticism may be allowed, it struck me that the first of the two Preludes is perhaps somewhat too gigantic for pianoforte treatment.

There followed a series of morsels by four of the patriarchs of music. The *Scarlatti Sonata* was the only one that escaped arrangement by a later hand, but in no case had the modern in any way brushed off the early bloom from these delightful old masters. Mr. Ore's own setting of the *Valentini Gavotte* in particular showed a proper respect for that antique *aria* which is the chief charm of the fathers of music.

The two compositions for two pianos which came next were without doubt the feature of the concert. Too often such items are by way of being left to a pupil and his master; but in the present instance it is not too much to say that the sympathy between the two performers was of the very highest order. Mr. Eric Rice combines complete confidence and mastery of his instrument with a delicacy and sensitiveness that it is hard to overpraise; and I think Mr. Ore would be the first to admit that his own rigorous accuracy of treatment is softened and mellowed by such a partner. It was a perfect joy—to take a single example—to hear those descending sixths with a grace note that occurred in the *Chopin Rondo*, first on one piano then on the other; the notes are identical of course, but one did not need any eyes to know whose hands were stroking them each time they came along. If a busy amateur like Mr. Rice can be persuaded to give the time to producing some more duets (and few people realise how much time and physical hard work are involved), he can be assured that the result will give the greatest possible delight to many a music-lover.

The concert ended with Mr. Ore's own Latvian thapsody which we should have heard last April. The audience was perhaps rather too tired to give it the attention it deserved, and no doubt my readers are in the same case. It seemed to me somewhat disjointed, as though it might perhaps be better split up into a series of short pieces with titles; but I should hesitate to give a studied opinion without a further hearing which may, it is trusted, be given at some later concert. Clearly it contains some delightful music with highly ingenious harmonizations of the primitive modes.

The audience was enthusiastic but somewhat sparse, but the recital clashed with several "counter-attractions" about and ashore. Such a programme should ensure a full room under ordinary circumstances.

THE S.S. "HUICHOW" ARRIVE
IN HONGKONG.ABLE TO MAKE PORT UNDER HER
OWN STEAM.

The *s.s. Huichow*, which was damaged by submerged wreckage about three weeks ago in Kusan Bay, near Amoy, arrived in Hongkong on Monday afternoon under her own steam. The tug *Taikeo* which was sent to her assistance escorted the vessel on her voyage from Kusan Bay to Hongkong.

It is still doubtful what the submerged obstruction was, but pieces of tarpaulin found in the hold of the vessel after she had been holed go to show that the wreck was probably a recent one. It has been suggested by some people that the wreckage is that of the ill-fated *Gortia* which was sunk during the Swatow typhoon some where within a 100 miles of this spot.

The *s.s. Huichow*, which belongs to the China Navigation Company, is to go in to the *Taikeo* Dock for repairs.

SPORT.

CRICKET.

H.K.C.C. 2nd XI. v. CIVIL SERVICE.

The following team will represent the Hongkong C.C. 2nd XI. v. the Civil Service C.C. 2nd XI. at Happy Valley, on November 4th, at 2.15 p.m. sharp:—W. Brackenridge, J. D. Humphreys, G. H. Piercy, M. M. Watson, W. Galloway, W. W. Mackenzie, D. Reid, J. R. Way, H. E. Hollands, D. E. G. Nicholson, T. W. Biddell.

HONGKONG HOCKEY CLUB.

The following have been chosen to represent the Club in a match against the Royal Engineers at Soekampoo to-day:—A. Bower, E. G. England, G. Murray, E. J. H. Mitchell, Rev. E. W. L. Martin, G. H. Piercy, P. H. Holdman, H. Grantville, W. Woodward, F. Schnepel and B. D. Evan (capt.).

ADMIRAL SIR ALEXANDER
DUFF, K.C.B.RETURN TO HONGKONG AND
APPROACHING DEPARTURE
FOR HOME.

The flagship, H.M.S. *Hawkins* with Admiral Sir Alexander Duff, K.C.B., Commander-in-Chief of the China Squadron, on board arrived in port from the north at 7.30 yesterday morning.

At 8 o'clock U.S.S. *Hamm*, Flagship of Admiral Anderson, Commander-in-Chief of the U.S. Asiatic Fleet, fired a salute and the *Hawkins* returned it. Later in the morning Admiral Anderson called on Sir Alexander Duff on board the *Hawkins*, and afterwards Sir Alexander returned the call on board the *Hamm*.

Sir Alexander Duff is leaving for Home by the *Dongola* next week, by which time he will have been relieved by Vice-Admiral Sir Arthur Cavanagh Leveson, K.C.B., who is due here by the *Karmala* on Saturday, with Lady Leveson and family.

In recording the departure of Sir Alexander Duff from Shanghai, the *North China Daily News* says:—Another notable departure to-day is that of Admiral Sir Alexander Duff, who is returning after having completed the usual term of office as Commander-in-Chief of the China Station. His command has been an extremely popular one with the service, and British residents have fully appreciated the presence and the able services of so distinguished an officer.

It may be recalled that Admiral Duff (a Rear-Admiral) was in command of the Division at the Battle of Jutland, serving immediately under Admiral Jellicoe. On the conclusion of that engagement there was no doubt in the minds of the best naval authorities in Great Britain that all menace from the German High Seas Fleet had been removed, and the were able therefore to concentrate on the submarine problem, upon which German effort was then being centred. The view proved correct for, as we know, the German fleet came out again only once, and then no further than 50 miles from Jutland. When Lord Jellicoe went to the Admiralty, Rear-Admiral Duff went there as Assistant Chief of Naval Staff, and it was then he undertook that immensely successful work, organization of the convoy system. This was introduced at a time when the Germans were determined to starve Great Britain, and thereby force the Allies into surrender, and it is a fact that history will record the credit that it was the convoy system which defeated their efforts. Admiral Duff was entrusted with the working out of this system in detail, and so successful was it that it proved that the British nation unquestionably owes a debt of gratitude to him.

One of Admiral Duff's most important duties during the command now closing was accomplished shortly after he came out, when he took part in the conference at Singapore, attended by the Commander-in-Chief of the China Squadron, the India Squadron and the Australian Navy, and at which conference the protection of British trade routes was considered.

Sir Alexander was entertained this week at a farewell luncheon given at the Shanghai Club by members of the St. Andrew's Society, and on that occasion he recalled much of interest concerning his associations with China—he first came out here in his very early naval days. One of his daughters is now the wife of Captain James, recently in command of H.M.S. *Hawkins*. His other daughter will accompany him on his return to England.

OBITUARY.

MR. J. D. CLARK, OF SHANGHAI.

By the sudden death of Mr. J. D. Clark, Shanghai last week lost one of its oldest residents. He was 82 years of age. Mr. Clark started his adventurous career by joining in the Italian campaign under Garibaldi. Later he served for a time in the Royal Navy and then as an enlisted man in either one or two of the navies of South American Republics, and he also made an adventurous trip on foot across the South American continent. He was again in the naval service when he arrived in the Far East in 1881, and was present when the actions of Shimonsaki and Kagoshima were fought. In 1885 he left the Navy, and helped to establish two foreign newspapers in Japan—the *Shing Sun* and the *Yugasaki Express*. Coming to Shanghai in 1878, he began business there as a broker and general merchant, and four years later established the *Shanghai Mercury*, in partnership with the late Mr. Rivington, this paper absorbing the *Shanghai Courier*, which had been founded by Mr. Warren Smith, who was later for upwards of thirty years associated with the *Hongkong Daily Press*. Though prominent in many different business connections, Mr. Clark's chief work was in connection with the *Shanghai Mercury*, in which he took a very active part from the time of its institution. For many years he acted as editor, but during the last 10 years officiated in the capacity of advisor and editor-in-chief. When the *Shanghai Mercury* became the property of a limited company, Mr. Clark was appointed Chairman of the board of directors, a position he held to the last. He expired suddenly while sitting in a chair at the residence of Mr. P. O'Brien Twigg. The large attendance at his funeral testified to the esteem in which he was held in the port.

LANE, CRAWFORD, LTD.

FOR

QUALITY & SERVICE.

We have an extensive collection of delightful and original models in

Gowns,
Costumes,
Wraps,
Hats, etc.

ready for immediate wear.

— NO CHARGE MADE FOR ALTERATIONS —

LANE, CRAWFORD, LIMITED.

ESTD. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.
PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE McINNIS' NAUTICAL SPECIALTIES.

COLUMBIA RECORDS

"COAL

BLACK

MAMMY"

AT

ANDERSON'S.

Wm. Powell
TELEPHONE C. 3146

Gentlemen's Tailoring and Outfitting Departments

**GREAT REMOVAL
SALE**

NOW ON.

All Surplus Stocks of

BOOTS	NECKWEAR	VESTS	in Wool and Cotton
SHOES	SHIRTS	PANTS	
HOSIERY	HATS & CAPS	BAGS, TRUNKS, etc.	

— AT BARGAIN PRICES —

SUITINGS, OVERCOATINGS, SERGES, etc.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that the undersigned has THIS DAY commenced to practice as Solicitor in partnership under the style of **LYSON & HALL** at No. 11, Queen's Road Central, Hongkong.

G. H. LYSON.
J. M. HALL.

1st November, 1932.

NOTICE

THE Firm of **GEO. P. LAMMERT** carrying on the business of Share, Stock and General Broker will as from the 1st day of November, 1932, be known under the name and style of **GEO. P. & H. A. LAMMERT**.

GEORGE PHILIP LAMMERT.
HERBERT ALEXANDER LAMMERT.

1st November, 1932.

HUMPHREYS ESTATE & FINANCE CO., LTD.

THE NEW FLATS on K.L.L. 603 (the Old WIGWAM TENNIS CLUB), will be ready for occupation MIDDLE NOVEMBER. Will those who have applied for these Flats kindly communicate with the Secretary.

Hongkong, 1st November, 1932.

VICTORIA RECREATION CLUB.

ROWING.

A SCRATCH REGATTA will be held during the last "Week end" in November, 1932.

Members wishing to compete are requested to see List on Club Notice Board.

A Course of instruction for beginners is now taking place and several experienced rowing men are giving their services.

Entries for the above Close on Monday, the 6th November, at 6 P.M.

1st November, 1932.

RUSSIAN VOLUNTEER FLEET.

NOTICE IS HEREBY GIVEN.

1. That the legitimate Board of Directors of The Russian Volunteer Fleet has its seat in Moscow.
2. That the undersigned has been appointed Special Delegate in the Far East and Mr. E. J. ELIZABETH, Chief Agent for China and Japan, with residence in Shanghai.
3. That transactions and liabilities of any kind contracted by anybody else in the name of the Russian Volunteer Fleet are null and void and will not be recognized by the Russian Volunteer Fleet.

J. LEONIDOFF,

Special Delegate of the Russian Volunteer Fleet in the Far East.

Temporarily Hongkong:
Hongkong Hotel.

[1931]

DIOCESAN BOYS' SCHOOL, HONGKONG.

THE School Year is now divided into Four Terms:

- (1) November 21st to Chinese New Year Holidays.
- (2) The End of Chinese New Year Holidays to May 10th.
- (3) May 10th to Summer Holidays.
- (4) The End of Summer Holidays to November 20th.

In future the Hongkong University and the Annual School Examinations will be held in November and the New School Year's Work will begin the First Week after these Examinations.

Next Term begins on Tuesday, November 21st, 1932.

A New School Year's Work begins on Monday, November 27th.

New Boys should therefore, where possible, join the school on November 21st.

All School Fees are due on the First day of each Term.

The Annual Speech Day will be held on or about January 31st, 1933.

The Chinese New Year's Holidays will be from (about) February 1st to 28th.

W. T. FEATHERSTONE,
Head Master.

NATIONAL 5% SHORT TERM BOND ISSUE OF THE 11TH YEAR OF THE CHINESE REPUBLIC (1932).

\$10,000,000.

WITH reference to previous notices informing the public that the undersigned has been entrusted by the Chinese Government with the service of the Loan and that it will be conducted in all respects on the same lines as the service of the 7th SUBSCRIBED Short Term Bond Issue of 1918, SUBSCRIBERS to the above Bonds are hereby notified that the definitive Bonds are now ready and may be had from the Bank of China or from the Provisional Scrip.

The denominations and numbers of the Bonds are as follows:-

- \$10,000 from 0000001 to 0000200
- \$1,000 from 0000001 to 0000600
- \$100 from 0000001 to 0000000

The above Bonds have been checked by representatives of the National Loans Bureau, the Audit Department, the Bank of China, and the Inspector General of Customs, who have also witnessed the destruction of the stones from which the Bonds were printed.

F. A. AGLEN,
Inspector General of Customs,
Peking, 19th October, 1932.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA is fixed for SATURDAY, November 19th, 1932. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Cassowary Bay Stables.

Entries close Saturday, 4th November, 1932.

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

W. G. HUMPHREYS & CO.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY situated at No. 13 WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

By PUBLIC AUCTION.

IN ONE LOT.

On MONDAY,

The 20th Day of Nov., 1932, at 3 o'clock P.M.

Messrs. LAMMERT BROTHERS,

At their Office, DUNDON STREET.

THE Property consists of First ALL THAT piece of parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2188 together with the messuages erections or buildings thereon and now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2188 being a weaving ground. All of which premises are held for the residue of the term of 75 years being the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,

S. Des Voeux Road Central,

and

Messrs. LAMMERT BROTHERS

Auctioneers.

[1937]

S.S. "ARMAND BEHIC."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, also Cargo ex S.S. "COMMISSAIRE RAMEL" from COGNAC, etc., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, when delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, goods remained unlanded after Thursday, the 2nd Nov., 1932, at NOON, will be subject to rent and landing charges.

All claims must be made to me on or before the 6th Nov., 1932, or they will not be recognized.

All damaged packages will be examined on Thursday, the 2nd Nov., 1932, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.

Hongkong, 27th October, 1932.

[1938]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th October.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods will be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 3rd Nov., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th October, 1932.

[1931]

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S "MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of November, 1932, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 4th of November, 1932, at 10 A.M.

All claims must reach us before the 7th of November or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,
Agents.

[1931]

INTIMATIONS

ROYAL HONGKONG GOLF CLUB.

INTERPORT MATCH.

MANILA & HONGKONG.

A DINNER, which all Members and Subscribers are invited to attend, will be given at the HONGKONG HOUSE on WEDNESDAY, 8th NOVEMBER, 1932, at 8 P.M. Cost of Dinner, \$3.50 per head exclusive of Wine. Those wishing to attend are requested to send in their names to P. BEVINGTON, 30 Bradley & Co., Ltd., on or before 5 P.M. MONDAY, 8th NOVEMBER.

NOTICE.

TAKE NOTICE that on the 1st NOVEMBER, 1932, the "PACIFIC STEAMSHIP COMPANY" will change their name to "THE ADMIRAL ORIENTAL LINE, INC." under which latter name the business will be carried on as heretofore.

Dated this 25th day of October, 1932.

PACIFIC STEAMSHIP COMPANY.

[19]

THE CHINA LIGHT & POWER CO., LTD.

[1918], LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS

will be held at the Office of the Company, St. George's Building, Charter Road, Victoria, Hongkong, on THURSDAY, the 9th NOVEMBER, 1932, at 11 O'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1932, and electing a Standing Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 8th October, 1932, until THURSDAY, the 9th November, 1932, both days inclusive.

SHEWAN TOMES & CO., General Managers.

Hongkong, 18th October, 1932.

[40]

HONGKONG WOMEN'S GUILD

AND

MINISTERING CHILDREN'S LEAGUE.

HELP THE CHILDREN'S CHARITIES

BY COMING TO

THE GARDEN FETE

AND

SALE OF WORK

AT

GOVERNMENT HOUSE

ON

SATURDAY, NOVEMBER 19th, 1932.

STALLS:—"My Lady's Toilet," H.M.S. Tennyson, Candy and Toy Stalls, Children's Stall, The Dollar Stall, Christmas Tree Stall, General Stalls.

SIDESHOWS INCLUDE:—Pickpocket, Lily Bran Pie, Silhouette Gallery, Lucky Wh. Naval Chute, Golden Pond, Live Ant, Sally, French and Judy.

GRAND EXHIBITION OF CHINESE BOXING AND FENCING.

MINIATURE GOLF COURSE.

PRIZES FOR 2 BEST SCORES.

Admission by Garden Gate in Albert Road only. Adults 50 cents. Children 25 cents.

[1938]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz. Cold, Catarrh, Headache, Hemorrhoids, Earache, Giddiness, Toothache, Rinning of the Nose, Neuralgia, etc., etc.

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge --- \$3.00

Visiting fee --- 5.00

Consulting hours 9 A.M. to 12 Noon.

3 P.M. to 6 P.M.

J. B. LAL.

No. 12, NATHAN ROAD,

KOWLOON.

[1935]

THE CORONET.

THE FLAME

OF LIFE.

KOWLOON THEATRE.

THE WOMAN

IN ROOM 13.

INTIMATION

W. & A. GILBEY'S

"SPEY ROYAL"

SCOTCH WHISKY.

THE CHOICEST AND OLDEST procurable.

Messrs. W. & A. Gilbey.

Ltd., being the proprietors of

Three Highland Distilleries.

are in a position second to

none to supply the finest

possible Scotch Whisky.

"SPEY ROYAL" Scotch

Whisky has been matured

for many years in their own

Excise Bonded Warehouse.

and has been specially stored

in Sherry Casks.

SOLE AGENTS—

A. S. WATSON &

CO., LTD.,

Wine & Spirit Merchants.

BIRTHS.

BARNES.—At Shanghai, on October 25th, to Mr. and Mrs. E. G. BARNES, a daughter.

BROWN.—At Shanghai, on October 25th, to Mr. and Mrs. J. S. GONNOR, a son.

MARRIAGES.

PRIOR.—MARSHALL.—At Shanghai, on October 25th, HERBERT JAMES PHILLIP HILDEBRAND MARSHALL PRIOR, to ALICE MARY, eldest daughter of Mr. and Mrs. H. C. MARSHALL, of Shanghai.

RICHARD.—NICHOLAS.—At Shanghai, on October 25th, JAMES E. RICHARD, of the China Navigation Co., Ltd., to ELIZABETH NICHOLAS, of Newport, Pembrokeshire.

DEATHS.

CLARK.—At Shanghai, on October 25th, JOHN DUNT CLARK, of the Shanghai Mercury, aged 82 years.

MATTHEWS.—At Shanghai, on October 25th, DAVID I. MATTHEWS, office manager for Midland Packing Co., aged 41 years.

REYNOLDS.—At Shanghai, on October 25th, KENNETH ALBERT, the dearly beloved son of Mr. and Mrs. V. J. S. REYNOLDS, aged ten weeks.

WAUGH.—Accidentally drowned at Shanghai, on October 25th, ROBERT WAUGH, Foreman, Engineer, Shanghai Dock and Engineering Co., Ltd., aged 70 years.

ACKNOWLEDGMENT.

Mrs. M. NEVES and family thank all relatives and friends for their sympathy in their recent sad bereavement and for floral tributes sent.

[1939]

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 14, 1932.

ROAD CONSTRUCTION IN CHINA.

The Civil Governor of Peking recently was reported to have described the new motor road from Tientsin to Tangchow, near Peking, which has just been opened to traffic, as a pioneer of modern national roadways in China, but that is a claim which will be probably be contested. Within the last three or four years a good deal has been done in many provinces in China to encourage the construction of good roads. We read of projects in almost every province. A great fillip was given to the movement in the northern provinces by the devotion to road construction of a

considerable proportion of the large fund subscribed a couple of years ago for the relief of the distress in the wide famine-stricken area. Employment was thus afforded to many thousands of persons. In the "model province" (Shansi) where, under the direction of enlightened officials, modern progress, from a municipal point of view, is apparently greater than elsewhere, the Tsuchun has been employing his troops on work of this kind for some time past. Dr. SUN YAT SEN when he made the suggestion in a manifesto last year that the surplus troops should be employed on work of this description throughout the country cannot be credited with being the first to make the suggestion. From an account of what is being done in the province of Shansi we learn that General YEN SHIH SHAN organised a Bureau to plan the construction of roads by soldiers three years ago, and that it has done a "wonderful work."

As indicating the extent of its undertakings it is mentioned that over one hundred officers are employed in this Bureau which has several sub-departments. With the exception of a few engineers, whose technical skill is indispensable, all these officers have been specially detached from the Army for this service. Though the idea of employing troops to make roads is not new, even in China, the use of the whole army for this purpose, as in Shansi, is regarded as "unique". The idea seems to be to prepare for disbandment on a considerable scale by training the troops to civilian labour. Apparently in order to create a spirit of emulation, other labour corps have been formed in the province of ex-Servicemen. The formation of the whole corps is either an officer in the Bureau or an ex-military officer, while each of the four companies comprised in a corps selects from its own members a foreman of the company. These men are said to have done much better work than the soldier corps. This is used as an argument for disbandment first. "All arms and ammunition should be taken away from the soldiers; and all military habits and signs should be removed, leaving no trace behind. The memory of the soldier life, should, as far as possible, be completely wiped out. They should be taught to obey their superior officers, and to be content with the wages of common labourers."

The report on the subject by the Road Bureau of the Province emphasises that experience has proved that a man cannot successfully be a soldier and a civilian at the same time, and that the best work in road construction, or any other civilian occupation, can only be done when soldiers are disbanded and separated completely from their military life. We suppose this is deliberate propaganda in the cause of wholesale disbandment of superfluous soldiery. In any case what has been done by the Tsuchun of the "Model Province" to adapt the soldier to civil occupations deserves to be known and studied in all the provinces of China. China is in grievous need of good roads. It was mentioned in a paragraph printed in this paper yesterday on the authority of a Chinese engineering journal that in the eastern portion of the neighbouring province of Kwangtung, over an area of 17,700 square miles, there are not more than two miles of roadway on which four-wheeled vehicles can be used, and those two miles of roadway are in Swatow. It has been pretty much the same everywhere in China until within the last two or three years. So far as eastern Kwangtung is concerned, it is interesting to see that extensive road development has been planned. A scheme has been drawn up for the construction of 200 miles of roadway, connecting up the large cities of that area, and aiming at the connection of Canton with Swatow by a good road not less than 30ft. in length. The main road is to run from Chaohowfu to Kuetan via Kityang, a distance of 73 miles. This highway will be linked with another now being constructed between Kuetan and Waichow, whence Canton will be reached on an existing road. To complete the trunk system, a section has to be built between Chaohowfu and Swatow, a distance of 24 miles. This is already in progress, and in anticipation of the developments which will accrue from this road construction, the deepening of Swatow harbour is to be undertaken. From these few facts it will be seen that the advantages of good roads are now widely appreciated by the Chinese. Motor traffic in the form of passenger buses, lorries and trolleys is generally in vogue, and if the present enthusiasm is maintained, we may surely expect to see a more rapid development of trade and commerce in China in the next ten years than has been witnessed in any previous decade.

It has been decided to start a philatelic society in Tientsin.

A "Scratch Regatta" is announced by the Victoria Recreation Club in our advertisement columns to-day.

Mr. C. H. Lyson and Mr. J. M. Hall, solicitors, announce that from to-day they will practice in partnership under the style of Lyson and Hall.

It is announced that the Firm of Geo. P. Lammert, share, stock and general brokers will in future be carried on under the style of Geo. P. & H. A. Lammert.

A foki, employed by a merchant named Hu To Sang, of No. 22, Wing Lok Street, who was sent out to collect \$14,974 for the Firm is said to have absconded with the money.

The internal revenue collections of the Philippine Islands during the first nine months of this year showed a decrease of P2,630,753.11 as compared with the collections for the same period in 1931.

Having lost all his savings and some money belonging to the students, a servant in the Shanghai College of Commerce, committed suicide last week, by swallowing 20 boxes of phosphorus matches.

It is announced by the Humphreys Estate and Finance Co. that the new block of Flats built on the ground of the old Wigwam Tennis Club at Kowloon, will be ready for occupation by the middle of the present month.

Confirmation is unobtainable for a report in the Chinese press that the Peking Government intends to take over the China Merchants S.N. Co. with a view to mortgaging its property for a foreign loan of \$20,000,000.

The financial statement of the Chinese Government Railway Administration in 1931 show that the revenue exceeded the expenditure by \$23,712,000. Compared with the returns for 1930, this shows a decrease of \$17,078,000.

The shareholdings of the Shanghai Hotels, Ltd., in the China Press, Inc., Shanghai, have been acquired by a local group of financial interests. By reason of this change, the former board of directors have retired and are replaced by the following:—Messrs. Hugo Reiss, Stirling Fessenden, Chu Pao-san, Harold Dollar, Chang Nieh-yun and C. L. Seitz.

Our Tientsin contemporary learns that Lieutenant-Colonel Orpen Palmer, C.M.G., Military Attaché at Peking, has been promoted full Colonel, and Major Brooke, D.S.O., Intelligence Officer, Tientsin, who is at present on home leave has been transferred to the Oxford and Bucks Light Infantry, owing to the disbandment of the Leinsters, to which he belonged.

A very pleasing function took place at the house of Mr. S. Barton, C.M.G., H.M. Consul-General, at Shanghai, last week, when Sir Beilby Alston, K.C.M.G., His Majesty's Minister, presented to Mr. E. T. Rivero, the head shipping clerk at the British Consulate-General, who has just retired after 33 years' service in Shanghai, a handsome gold watch and pencil case, both suitably engraved, which had been privately subscribed for by the members of the British Consular Service in China as a token of their esteem and regard.

The Church of England Men's Society (Cathedral Branch) opened their Winter session with a social in the Cathedral Hall last evening. A musical programme was arranged by the secretary (the Rev. G. E. S. Updell) in conjunction with Mr. Temple Evans, who acted as accompanist for the entertainment. Songs were contributed by Mr. Crocker, Mr. Hopkins and Mr. Patterson. A recitation was given by Mr. G. W. C. Burnett, whilst Mr. Savage presented a number of conjuring tricks. All the items were much appreciated. Refreshments were provided during the evening. A. the next meeting of the C.E.M.S. Mr. E. R. Rover, is to give a lecture on "The Scientific Methods of Detecting Crime."

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

NEAR EAST PEACE CONFERENCE.

AMERICAN VIEWS.

PARIS, October 30th.

The detailed reply to the invitation of the United States to attend the Lausanne Conference outlines the American views, which include, adequate protection for philanthropic, religious, and educational institutions; complete liberty of commerce; protection of minorities; freedom of the Straits and the affirmation of the policy of the open door.

EARLIER CABLES.

ANGORA GOVERNMENT AGREES TO VENUE.

CONSTANTINOPLE, October 30th.

It is understood that the Angora Government has accepted Lausanne as the venue of the Peace Conference.

THE ITALIAN SITUATION.

FRENZIED ENTHUSIASM FOR NEW GOVERNMENT.

ROME, October 30th.

Signor Mussolini left Milan last evening by special train and was given a farewell by a concourse who were cheering for the King and Italy.

Signor Mussolini stopped at Civita Vecchia and exhorted the welcoming crowds to keep calm. He continued his journey amid the singing of patriotic airs. In the vicinity of the terminus, Rome was thronged at an early hour.

Signor Mussolini arrived at 10.50 and was given an ovation. He proceeded to the Quirinal and was given an audience by the King.

Leaving the Quirinal after the audience, Signor Mussolini, responding to the ovation of the immense concourse, shouted: "Citizens, in a few hours you will have not a Ministry but a Government. Evviva Italia! Evviva il Re! Evviva il Fascismo!" These cries were repeated by the crowd with frenzied enthusiasm.

Newspaper specialists forecast a Government with Signor Mussolini as Premier and Minister for the Interior, Admiral Thaon De Revel, Marine General Diaz, War, Signor Federzoni (Nationalist) Colonies. The names of various members of the Fascist and of the Democratic and Liberal Parties are mentioned for the other posts.

THE CABINET.

LATER.

The Cabinet as forecast earlier, with the addition of Signor Mussolini as Foreign Minister, is composed of five Fascists, seven Nationalists, one Democrat, and one member of the Popular People's Party.

DEMONSTRATIONS FOR THE KING.

ROME, October 30th.

After Signor Mussolini's departure from the Quirinal the King suddenly appeared on the balcony, visibly affected by the enthusiasm of the crowd. His Majesty withdrew after briefly thanking the people, but was compelled to reappear in response to renewed demonstrations.

FOREIGN POLICY OF GOVERNMENT.

Signor Mussolini, interviewed, said that the new Government's foreign policy would be firm without being sensational. It would be based upon loyalty and friendship to Italy's allies.

COMMUNIST DEPUTIES MAY RESIGN.

ROME, October 30th.

The newspaper *Avanti* learns that all the members of the Communist Party have been informed that the party is ceasing operations. All members are released from party discipline and duties. It is believed, consequently, that the Communist deputies will resign their seats.

FASCISTI TO TRIUMPHANTLY ENTER ROME.

ROME, October 30th.

The advance guard of thousands of Fascists, who will triumphantly enter tomorrow, arrived at dawn in small bands, afoot and in all manner of vehicles. They are mostly young men, although war scars and battle medals showed them to be battle veterans; and there are women among them. The members of the procession seemed to be impressed by the solemnity of the occasion, but were everywhere enthusiastically welcomed by apparently glad Romanes, many of whom offered hospitality.

A NOVEL PUNISHMENT.

NICE, October 30th.

The Fascist arrested the Communist leaders at San Remo, Pigna, and Alasio, but liberated them, forcing them to swallow a strong dose of castor-oil.

NEW ZEALAND ELECTIONS.

PRIME MINISTER'S MANIFESTO.

WELLINGTON, October 30th.

It is understood that the elections will be held on December 7th. Mr. W. F. Massey (Prime Minister), in his election manifesto, stresses the necessity of some arrangement with Britain and the other Dominions concerned for the proper naval protection of the Pacific. He also advocates a vigorous immigration policy.

LATEST CABLES.

INTERNATIONAL LABOUR CONFERENCE.

DEBATE REGARDING REPRESENTATION.

GENEVA, October 30th.

During the debate regarding representation of countries outside Europe on the governing body at the International Labour Conference, Mr. Joshi (India), contended that such countries were entitled to more than twenty-five per cent. representation. They could not consent to the proposed changes, which would permanently fix their representation. Mr. Basu (India) who opposed the proposal to appoint six states on the governing body, quoted the provisions of the Treaty of Versailles, and eloquently urged, amid applause, India's claims to representation.

THE U.S. TARIFF.

NO REDUCTION IN VOLUME OF IMPORTS.

NEW YORK, October 30th.

The customs officials announce that the new tariffs have so far not resulted in a reduction in the volume of imports, the prices of which are considerably increased.

PROHIBITION PROSECUTIONS.

BRITISH SCHOONER RELEASED.

WASHINGTON, October 30th.

The authorities have ordered the release of the British schooner *Grace and Ruby*, because they were unable to prove that she had illegally communicated with the shore.

A cable message from Boston, dated September 29th, states that the Federal Court, sustaining the seizure of the British schooner *Grace and Ruby* six miles off the shore in March, held that rumrunners were not immune from seizure merely because they are beyond the three-mile limit.

THE SINKING OF THE "SPEEDY".

GUNNER REPRIMANDED FOR NEGLIGENCE.

MALTA, October 30th.

The Court-Martial on the officers of the British destroyer *Speedy* found that, the *Speedy* was run down by a Dutch trawler, through the latter not displaying visible port-lights. The Court reprimanded a British gunner for negligence, but acquitted the other survivors.

A cable message from Constantinople, dated September 29th, stated that, the British destroyer, *Speedy*, was sunk in seven minutes in the Sea of Marmara as a result of a collision with a Dutch trawler. Ten of the crew of the *Speedy* were drowned and 87 rescued.

OBITUARY.

FATHER BERNARD VAUGHAN.

LONDON, October 30th.

The death is announced of Father Bernard Vaughan, S.J., the famous preacher, lecturer and author.

[The Rev. Bernard Vaughan was a brother of the late Cardinal Vaughan. For 18 years Father Vaughan was a professed Father of the Society of Jesus, taking an active and conspicuous part in the religious and civic life of Manchester. In 1901 he came to Farm Street, W., London. He became an active worker among the poor at Westminster and in the East End, organising concerts and bazaars for the erection of working men's clubs. His three series of sermons, *The Sins of Society*, *The Sins of Christianity*, and *Why believe in Christ and Christianity?* drew large audiences, as did his Lenten course, preached in 1906. He delivered lectures in many parts of the world, including United States, Canada, Alaska, China and Japan. Deceased was in his seventy-sixth year.]

EARLIER CABLES.

SOUND TRANSMISSION.

OLDBECK DEMONSTRATION RECORDED AT WOOLWICH.

LONDON, October 30th.

The explosion at Oldbeck was recorded by the Tucker hot-wire microphone at Woolwich, the sound waves arriving twenty-five minutes after the explosion.

THE RAILWAY DISASTER.

FOURTEEN FATALITIES.

ST. BRIEUX, October 30th.

It is now ascertained that 14 were killed and 37 injured in the railway accident at Chateaudun, mentioned yesterday.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

ENCOUNTER WITH BANDITS IN HONAN.

PEKING, October 31st.

Reports from Honan state that a party of well-armed and well-equipped brigands, former troops of Chao Ti, have reached Leima, near Chumation, and attacked a detachment of Chin Yun Hsiao's Fourteenth Division. Chin Yun Hsiao sent up reinforcements and defeated the bandits.

It is unofficially reported that Marshal Tsao Kun has telegraphed to the President and Premier saying that the proposed transfer of Feng Fu Hsiang has created such discontent in Honan that the transfer should be cancelled.

THE WEIHAIWEI NEGOTIATIONS.

PEKING, October 31st.

Mr. Thomas King and Yu Pei Kuang, secretaries to the Weihaiwei Commission, have arrived in Peking in order to report to the Government regarding the progress of the discussions.

"THE POLITICAL RESEARCH COMMISSION."

THE OUSTED MEMBERS OF PARLIAMENT.

PEKING, October 31st.

Dr. Wang Chung Hui (Premier) attended officially the opening of the Political Research Commission on Oct. 28th, consisting of 192 members of the 1920 Parliament who were unable to obtain seats when Parliament was restored.

WHY GERMANY DEFAULTS.

INFLATION RUN MAD.

FOREIGN CONTROL NECESSARY.

The *Times* has recently published a series of articles written by our City Editor, who recently made an extensive tour through Germany in order to study the economic conditions. These articles set forth the impressions formed by him after numerous discussions with bankers, manufacturers, business men, and social workers on various aspects of the situation, and after he had traversed the country from the eastern to the western frontiers. His main conclusions are set out below:

That inflation of the currency is primarily responsible for the depreciation of the mark;

That inflation is not due to reparation, but is merely a continuance of the unsound financial policy which has been pursued since 1914;

That inflation is the cause of Germany's default on reparation, and that unless it is stopped the default will continue; That a moratorium should be granted to Germany on condition that she balances her Budget and consents to the appointment of an International Commission of Control having the power to terminate the moratorium in the event of failure to stop inflation;

That an international committee of experts should be appointed to examine closely the economic conditions of Germany and to draw up a scheme for the definite fixation of reparations, to be considered by the Allies in conjunction with a settlement of inter-Allied debts; That with the restoration of sound financial conditions Germany could in time make substantial reparation to the Allies;

That the present depreciation of the mark is not justified by the actual economic conditions prevailing in the country, but is largely due to speculative selling of marks owing to political fears;

That this is proved by the facts that German commodity prices and wages are much below the world level, and that the mark exchange fell 50 per cent. in value in a week and rose to the same extent a few days later;

That a definite settlement of reparation should be linked with a permanent devaluation of the mark and the issue of a new currency;

That the cessation of inflation would automatically stop the flight from the mark;

That inflation and the consequent depreciation of the mark have brought about serious individual loss and social disorder, but not general economic bankruptcy.

The *Vidra*, a British-built yacht, formerly belonging to the Earl of Dunraven, and then known as the *Corrad*, arrived at Cowes, last month, having completed a voyage round the world, a journey of approximately 45,000 miles. The *Vidra* was built at Southampton in 1896, and is a ketch, with a motor for auxiliary power. She was manned by a party of Swedish officers. On leaving Cowes she proceeded to Sweden, an escort of Swedish destroyers coming out to welcome home the adventurous officers of the Swedish navy, who had been about two years on the voyage.

SIR BEILBY ALSTON. ENTERTAINED IN SHANGHAI.

Sir Beilby Alston, the departing British Minister, was entertained at Shanghai by the British Chamber of Commerce and also, by the Chinese Association.

In the course of his speech at the Chamber of Commerce banquet, Sir Beilby said:

"As you know, this is my third farewell from China and, being positively my last appearance in public, it is really a sorrowful occasion for me, as it is the final severance of an official connection which has now lasted over 20 years, and I leave you all with very sincere regret. The parting is made easier for me, however, by the knowledge that during the time I have had the honour to represent the British Government in Peking, my relations with Shanghai and the treaty ports have, owing to your and their great kindness and forbearance, been most friendly, and that I have always been able to count upon the British community and their representatives, the British Chambers of Commerce, for their co-operation, sympathy and support in the many difficult problems with which the British Minister in China is called upon to deal.

Another of my great regrets is that of leaving China without ever having been able to be present at one of the annual Conferences of the Chambers of Commerce. I had greatly looked forward to attending your fourth annual conference. I need not tell you how sorry I am that I cannot again be present—there seems to have been fate against it. I wish the conference, when it meets, all success and I shall read the report if you will be kind enough to send it to me, with the greatest interest.

Taking leave of old friends, as I have had occasion to say more than once recently, is a trying ordeal and I do not propose to add to it by inflicting on you an inventory of the political situation or of the many complex problems with which we are faced in China today. I know that the committee of your Chamber guard your interests. In these matters with unfailing watchfulness and I can assure you that you will find my successor, Sir Ronald Macleay, who, as you know, is no stranger to China, fully alive to the importance of protecting and maintaining British interests in this country. I should like to take this opportunity of congratulating you on your new Minister, and at the same time also on your new Consul-General, Mr. Sidney Barton, whom I know you will find as I myself have found to be a tower of strength and resource in all your difficulties when you may have occasion to turn to him for advice and assistance. I may say that, in the matter of the guardianship of British interests in China, the British Legation in Peking neither slumbers or sleeps and that hardly a day passes without a representation being made to the Government on behalf of some British interests in need of protection or assistance. I cannot say that these representations always have the desired effect, but still we keep on hammering away and occasionally we get some results.

THE IMPORT TAXES.

I will mention two matters in which I know you are especially interested. The Chinese import tariff has recently been revised in order to bring it up to the effective 5 per cent. *ad valorem* and, as you know, the Powers have given China this extra revenue unconditionally because they were under a treaty obligation to allow China to collect import duties at this rate. At the forthcoming special conference in Peking, China has been promised a further increase of revenue—a very considerable one this time—in the shape of a 5 per cent. surcharge on the import duties, and in addition a luxury tax on certain articles. I believe there is some apprehension lest the Powers, following up the very generous attitude adopted towards China at the Washington Conference, may agree to this surcharge without insisting on adequate guarantees as to the manner in which this additional revenue is to be expended. Well, the Washington treaty distinctly says that the Conference shall authorize the levy of this surcharge "for such purposes and subject to such conditions as it may determine." I do not yet know what conditions His Majesty's Government propose to attach to their acceptance of this surtax, but I think you may rest assured that steps will be taken to secure that this money will be devoted to measures beneficial to trade and not be squandered on the upkeep of armies and the purchase of arms and ammunition. No decision will be taken until after a very careful examination of the whole question, and I think I can promise that our Chambers of Commerce will be given an opportunity of stating their views before the surtax is finally agreed to. The conference will also consider a further increase in the import duties in return for the abolition of *lihs* and here again I think you may take it for granted that His Majesty's Government will in no circumstances agree to the levy of these new duties until they are satisfied that the Chinese Government are in a position to carry out their share of the bargain which I agreed with your committee in thinking should be the total abolition of all forms of inland taxation, on merchandise.

EDUCATION OF CHINESE.

The other matter I wish to mention is the question of education of Chinese on British lines, about which we have heard so much lately. It does seem to me that, while people at home have been talking, British merchants in China have been acting and I wish to take this opportunity of congratulating the Associated Chambers on the very practical manner

in which they have shown their interest in this important question by the establishment of their Education Fund. I am sorry to hear that, for reasons we all know, the fund has not received the support it deserves outside Shanghai and in England, but you have made a good beginning and I feel sure that, when better times come along, the fund will be given the wherewithal largely to increase its usefulness. I have done what little I could to help by bringing the fund to the notice of His Majesty's Government and by urging that if part of the Boxer indemnity is to be remitted for educational purposes a grant should in the first instance be made to your fund. I have every hope that my successor may bring out with him the final decision of His Majesty's Government in this matter. It is now under their immediate consideration.

Gentlemen, it is a great pleasure to find myself associated on my departure, as I was so my arrival, with the Commander-in-Chief. We all know what good work the Navy has done in China and I personally am under a debt of gratitude to His Excellency for the support and co-operation which he has always afforded to me. I am also glad to have this opportunity of thanking our Commercial Counsellor for his unceasing labours in upholding British commercial interests in this country. It will be a great advantage to my successor to have someone near him who will, in a sense, be a direct representative of the Chambers of Commerce and of your interests. You are lucky to have such an able replacement of Mr. Fox as Mr. Brett, who has just returned from Rome "like a giant refreshed and eager for the fray."

Let me thank you once more for the most kind reception you have given me this evening and for all your good wishes. On my part I would reciprocate by hoping that the Chinese may, soon see the wisdom of composing their unhappy differences and that when peace and good order reign throughout the land there may come a boom in trade the like of which has never before been seen and that you gentlemen will then reap the reward which you have, by your prudence and your perseverance, so highly deserved. (Applause.)

ADMIRAL SIR A. DUFF'S FAREWELL.

Sir ALFRED DUFF, in reply to the proposal of his health by Mr. H. W. Lester, said that, during the three years he had been in China, the period had been one of reconstruction and he was going to turn over to his successor a fleet in being and complete which any man should be proud to command. (Applause.) Last year there were drastic changes in the Navy—reduction of personnel and ships—but this he would say, that in his considered opinion the fleet in China now was a fleet which could and would carry out all the peace duties which could be required of it—and these duties were many.

Turning to the question of co-operation between the Navy and Chambers of Commerce, he said that, two and a half years ago, he laid stress upon the absolute necessity for such co-operation. That was a lesson of the War. It was pleasant to him to know that the relations between them now were those of co-operation and great confidence. He was perfectly certain that it was good for trade in China and it was for the benefit of them as naval officers in carrying out their work. He was sure they would extend to his successor the same measure of friendship, confidence and co-operation they had extended to him.

He merely had now to say "Good-bye." He was going home from this country without the least prospect of returning. He had, while here, received the greatest help and kindness in his work and he would like to look upon that dinner, shorn of all red tape, as a send-off by friends to a friend.

In conclusion, he referred to the Union Jack Club and appealed for further support in that direction for the men of the Navy whose life in the outposts was necessarily cramped and who looked upon Shanghai as the chief place where they could obtain recreation.

THE CAREERS OF JAPANESE IMPERIAL PRINCES.

ANOTHER BREAK WITH THE PAST.

The *Yomiuri* (Tokyo) learns from a trustworthy source that Prince Sumino-miya, the fourth son of the Emperor, who is now being educated at a primary school at the Peers' College will not enter either the Navy or Army, as did his elder brother, "but will study a particular line of science with a view to promoting world peace." Now that the peace movement has become universal, and nearly all countries are planning a further curtailment of armaments, the opinion is advanced in certain quarters in Tokyo that the Imperial Court should not continue its adherence to the provisions of the Imperial House Law which stipulates, among other things, that all male members of the Imperial family shall, except in special cases, enter the Military Service when they reach the age of 15. This opinion is endorsed by officials of the Imperial Household Department. With the single exception of Prince Taka of Kuni-no-miya, who a few years ago became a chief priest of the Shinto sect, all the other members of the Imperial family have entered either the Navy or Army. The paper expresses the hope that not only Prince Sumino-miya, but other members of the Imperial family will devote their whole energies to promotion of science in the cause of peace.

HERR ALBERT BALLIN. A SHIPPING MAGNATE WHO STROVE FOR PEACE.

When one thinks of Albert Ballin and his life's work we naturally associate him with the growth and development of the German mercantile marine. What he achieved as the driving force of the Hamburg-American Line won the admiration of the world. In the two continents he was regarded as one of the giants of commerce, and as a man who had carved his way to world-wide fame by his ceaseless energy and bold conception of the problems that confronted him. He raised an amazing structure in the Hamburg-American Line, and when he died it was when his life's work lay in ruins, the consequence of the world war. Those who would learn much of the secret history of the war and of the negotiations which were in progress concerning Anglo-German politics in the years immediately preceding the cataclysm have the opportunity presented them in the newly-published translation of the life of Albert Ballin by Bernhard Huldemann.

As the author says, there is much in the volume that will be new to most readers. In spite of all that has been said and written concerning the political activities which Ballin displayed (and is alleged to have displayed) both before and during the war, their object—and, more important still, their intimate connection with his economic activities—is scarcely known. Eminent successful though Ballin had been in creating an atmosphere of mutual understanding between the various nations in the economic sphere, his attempts to reconcile the contending ambition of these same nations where politics were concerned ended in failure.

FASCINATING STORY.

The story is a fascinating one, and it is all the more interesting and valuable from the historical point of view from the fact that Herr Huldemann was for ten years the collaborator of his hero, and is carrying out the behests of the deceased, who asked him to collect his papers and make whatever use he thought fit of them.

The world knew Herr Ballin as a great shipping magnate, a man of great eminence and influence in Germany. But there were very few who suspected that the little German Jew, was concerned in high affairs of State, and that many of his trips to England were made in the capacity of a "confidential emissary." Herr Ballin's keen business instincts taught him that way would be fatal to the commercial prosperity of Europe. He was a man of ideas as well as of ambition, and he realized that by the promotion and the cultivation of friendship between England and Germany he was best serving his country. Over and over again he described the world war as a "stupid war" or as the "most stupid of all wars," because its origin, the conflict between Austria-Hungary and Serbia, was so utterly meaningless to the progress of the world.

No one foresaw more clearly than did Herr Ballin the ultimate end of the struggle. He strove hard to avert war, and when he left London for the last time, at the end of July, 1914, it was with the impression that "a fairly capable German diplomat might even then succeed in bringing about an understanding with Great Britain and France which, by preventing Russia from striking, would result in preserving the peace." Great Britain and the leading British politicians, he said, were absolutely in favour of peace, and the French Government was so much against war that its representatives in London seemed to him to be rather nervous on the subject. They would, he thought, do anything in their power to prevent war. How well Ballin realized the situation is evident from his report that if France was attacked without any provocation on her part, Great Britain would be compelled to come to her assistance, and that Britain would never allow the German forces to march through Belgium.

When the war came it was at Ballin's suggestion that the Government Purchasing Organization was formed, and in neutral countries the resources of the Hamburg-American Line were utilized to purchase for the Government. As the months became years we find Ballin in a dependent vein, and the sole aim of his political activities during the war was to bring about peace as early as possible. It is quite apparent from his letters that Ballin understood the temperament of the British people far better than those at the Wilhelmstrasse.—*Naval and Military Record.*

GERMAN IMPUDENCE.

OFFER OF HEADSTONES FOR BRITISH WAR GRAVES.

Mr. F. Charles, monumental mason at Sidmouth, Devon, recently received a circular from Friedrich Hagelauer, of Furtli, Bavaria, offering to supply crosses and headstones for the graves of British soldiers killed by German shells and bullets.

"I beg of enclosing herewith," the circular says, "a list of memorials at present in stock which might be ready for despatching until the end of this month."

"Hope confidently there will any among them that will suit your valued commands."

"As to their execution it is indeed first class with reference to quality and workmanship."

The price list offers headstones, dark Meissen red Swedish, black Swedish, and so on up to 289 each, including packing L.O.B. (put on board ship) Hamburg. The terms of sale of the German Granite Association are also supplied. "Estimates are binding only if accepted by return of mail, that is to say and on restriction that the present general state of things will not make it impossible at all."

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavor, and still maintains
a world-wide identical quality.

Help Nature to fortify
your system. The finest
delicious HORLICK'S
Malted Milk, a thorough ener-
gizer, brain and body food in powdered
form. Poor blood, depression and all nervous
ailments are overcome by taking HORLICK'S
Malted Milk. Made in a moment by the
addition of a little water, hot or cold.
Of all Chemists and Stores.

**HORLICK'S
MALTED
MILK**

HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

WALLACE FARLEY, 1, THE BUND, SHANGHAI.

**CHAMBERLAIN'S
COLIC, COLIC, COLIC**

ONE FLUID OUNCE CONTAINS 45 PER
CENT ALCOHOL, 15 PER CENT ETHER
(A DERIVATIVE OF ALCOHOL), 15
PER CENT CHLOROFORM.

FOR THE RELIEF OF
Pain in the Stomach
and Bowels,
COLIC,
INTESTINAL CRAMP,
DIARRHOEA

Manufactured by
CHAMBERLAIN MEDICINE CO.
Small Size

THERAPION NO. 2

THE NEW SPANISH REMEDY
FOR ALL THE AILMENTS OF THE
SKIN AND THE BLOOD
It is a powerful purifier of the
blood and a most effective
remedy for all the skin
diseases, such as eczema,
psoriasis, etc.

**PARIS
GARTERS**

Rubber Cushion
Clasps Cannot
Tear the Hose

The rubber cushion clasp holds
the hose between rubber and rub-
ber and that is an exclusive fea-
ture found only in the

grip the hose so surely, so se-
curely, without the slightest in-
convenience to the wearer or
possibility of tearing the sock.

That is one of the famous two
reasons why Paris Garters are so
generally worn by well dressed
men the whole world over—and
the other four reasons are just as
good.

But be SURE that they are
Paris Garters. An imitation is
more than apt to disappoint you,
and you can avoid that by taking
care. All high-class makers sell Paris
Garters in double and single hose
strips and in other cotton or silk.
Insist on getting the genuine.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Sole Importers—
Messrs. Lane, Crawford, Ltd.,
Hong Kong.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

BIARRITZ, September 25th.
Now is the time when Biarritz begins to
reign in all its splendour. Mountain and
seaside are giving up, not their dead but
their very living clientele, and *mondaines*
in every part of France are packing their
suit-cases for a flying visit to Paris to lay
in a stock of clothes before continuing on
to this pearl of the Côte d'Argent. As is
only natural—seeing that the late King
Edward when he was Prince of Wales was
one of the first to "discover" Biarritz and
by his constant presence, launch it on its
road to fame—there is a constant stream
of English people here during the season.

Here, as at Deauville and Dinard, the
elegance of Paris comes, not so much to revel
in the delights that the beautiful beach has
to offer as to show off the latest creations
that the rue de la Paix has to offer. Here,
as at those other two places, life is more
or less a fashion-parade from early morning
till late at night.

One thing is certain, after a review of this
parade, and that is that the "chemise" frock
is not yet dead; on the contrary, it seems
to have risen phoenix-like from the ashes of
ignominy that designers tried to heap upon
it, and to have taken on a new charm and
originality of design. For evening wear,
it seems as though designers—in spite of all
their efforts—find it difficult to create a
gown in any other form except this one.
It varies slightly; it may be drawn up at
the side, looped over a low-set girdle, be
drawn up on the hip at each side, be deco-
rated with panels, or be plain, but always the
fundamental line remains the same. For
day wear, these models are made up in the
hundred and one new crepe materials which
have been hatched within the last couple
of years; in the evening, seeing the line
they have to depend upon for effect, is so
very simple, they are made up in broad-
lames and other rich tissues that cost as
much a yard as formerly a whole dress used
to cost.

There is also a growing vogue for velvet.
Already, velvet capes in great quantity
have made their appearance in Paris towards
the beginning of the Summer, but, up till then,
very few evening-gowns in velvet had been
seen. Judging by the display at Biarritz,
these are going to be the *grand chic* for
the Winter. Black is bound to be more
popular than any other colour as black,
when velvet is the material chosen, is
irresistible and becomes even the plainest of
women. Next in favour, come vieux rose
and a lovely rich shade of marmite rosette,
and, for those who are slim enough to be
able to wear it, there is a shade of old
ivory that makes a beautiful picture when
trimmed with a discreet addition of pearls.
Black is generally left severely plain, and
even velvets in some colour or other are
more effective when the least possible de-
coration is used in their make-up. A
"chemise" frock in marmite rosette looks
ravishing when the only note of trim-
ming is a cluster of brilliants at the side.

It is hardly possible that a certain
Spanish influence in the fashions at Biarritz
is to be attributed to the vicinity of the
Spanish border, and yet it is remarkable
what a number of gowns—especially those
worn in the evening—have a note that is
distinctly Spanish about them. This is most
remarkable in the models that show a
tight-fitting bodice and a wide billowing
skirt almost as voluminous as those that
Spanish dancers popularise in music-halls
throughout the world. Others are distinctly
antique, and the inspiration responsible for
their creation has certainly been borrowed
from the gowns worn when Don Juan was
a young and dashing blade. Chantilly and
the Grand Prix brought us the mantilla hat;
it is only natural that Biarritz this season
should bring us the Spanish evening-gown.

The short jacket is still popular, but it is
seen in a lighter form than usual. When it
is not in ermine or white rabbit, it is in a
heavy crepe or light woollen material, such
as cheviote or delaine, and, to make up
for the simplicity of the tissue employed, it
is profusely embroidered, with patterns
generally oriental in design and colouring.
Pailely is ever so smart when made up into
one of these jackets or mixed, either as a
trimming or a lining, with a thick white
crepe. Monkey fur is not so ubiquitous
as it used to be, but there is still
no reason to believe that its reign of
popularity is ended. There is
such a vogue for white furs just now that
ermine, white rabbit and white fur seem to
have eclipsed all the rest of the furry king-
dom. As a means of trimming, it is almost
obligatory to have a band of some sort of
fur or other on one's hat, dress or coat.

Tricot de linon or tricot de soie is much
worn for tennis and sports' clothes. These
are made on straight lines but with
sufficient fulness in the skirt to allow a
maximum freedom of movement. White
and black is very much worn in these. As
with most day or evening gowns these days,
there is generally an absence of sleeves;
like-wise an absence of a collar, unless this
is a fancy affair which is added purely for
decorative effect.

The handkerchief has been having a busy
time of late and, from the pocket of the
skirt has jumped successively to the pocket
of the jacket and then to the tiny pocket
over the heart that designers placed there
for this purpose. The very latest idea is
to do away altogether with the assistance
of pockets and simply tuck the handker-
chief through the armlet of ivory inlaid
with ebony that every *mondaine* wears above
her elbow. When long sleeves are worn,
the handkerchief is tied round the wrist—
tout simplement.

Another little detail I noticed among the
crowd at Biarritz was the extraordinary
elegance and slimness of the shoes worn.
I have already written about this new
feature of modern dressing, but am obliged
to refer to it again as it was so very strik-
ing seen in the brilliant example of this
reducer of "fat" fashion. Here, as the
height of its dependence surely never saw
(*Unhappily, as fat is not unknown.*)



To keep Fit

No more convincing evi-
dence of the supreme restora-
tive properties of Hall's
Wine can be offered than
this—doctors take it them-
selves in order to keep fit.

They know the marvellous worth
of this great British Tonic for
Health and Strength, the pre-
scription of a well-known
medical man, they use it in their
practice, and study its effect
daily in thousands of cases.
Convalescents, nerve-shattered
patients, and those suffering
from Coughs and Colds all
derive benefit from it as
thousands of testimonials prove.

An English doctor writes: "In cases
of mental and physical exhaustion I
know of nothing better than Hall's
Wine. I take it myself when run-down."

Hall's
Wine

THE SUPREME RESTORATIVE

Hall's Wine is obtainable from all first-
class Chemists and Wine Merchants and
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**JEY'S
FLUID**

THE
BEST
DISINFECTANT

A HOPELESS CASE.

Here is the tale of a hopeless hospital
case. An invalid who had spent a long time
over his convalescence was warned that
soon he would have to be removed. So he
conceived a plan by which his retention in
such pleasant surroundings could be secured.
While his temperature was being taken and
the nurse's attention was centred on the
next patient, he removed the thermometer
from his mouth and rubbed it hard on his
sleeve. The nurse returning to him, looked
at the thermometer, murmured, "Poor
fellow," and went to report. Later she
returned and announced that the patient
would have to leave that day. "But,
nurse," protested the man, "my tempera-
ture was up again this morning." In a
sweet voice the nurse answered, "Yes,
that's right; up to 140. That's why they're
moving you; you're dead."

sandals so wondrous and costly as the
sandal-shoes of modern France. No tissue
seems too delicate or expensive; no design,
too low-cut, or extravagant; as though this
weren't enough bottlers have now sought the
aid of jewellers to fashion delicate jewelled
buttons and buckles with which to fasten or
decorate their handiwork. Amethysts and
topaz are stones considered only brilliant
enough for every-day wear; for special oc-
casions, there are sapphires, pearls and even
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ning, but one wonders sometimes where it
is really all going to end.

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From TO-DAY till SATURDAY,
5.15 P.M. and 9.15 P.M.

WILLIAM FOX SPECIAL PRODUCTION

PEARL WHITE

HENRI BERNSTEIN'S DRAMATIC

MASTERPIECE THE "THIEF"

7 REELS.

PRICES OF ADMISSION:

9.15 P.M. PERFORMANCES:—\$1.20 AND 80 Cts.
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GRASS CLOTH, CROSS STITCHED WORK SUCH AS
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SWATOW DRAWN THREAD WORK, EMBROIDERIES,
SHAWLS, PEKING LANTERNS, LAMP SHADES,
BRASS WARE, Etc., Etc., Etc.

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FOR 15 DAYS ONLY,

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SHIPPING

ARRIVAL

October 30
American
Capt. G. Johnson
Ore., with a general
cargo.

October 31
Chinese str.
C. Taylor, from
general cargo.

October 1
Any to Bidou, from
Capt. Caboulique
with a general
cargo.

October 2
Dewey, American str.
H. A. Wilhelmson,
a general cargo.

October 3
Georgia, French str.
Waituck, from
general cargo.

October 4
Kangaroo, British str.
H. H. Martin, from
general cargo.

October 5
Lashan Maru, Japan
President Jefferson,
tons, Capt. F.
Maula, with a
general cargo.

October 6
Soda Maru, Japan
Teau Maru, Japan
Capt. S. Morim
with a general cargo.

October 7
Soda Maru, Japan
Teau Maru, Japan
Capt. S. Morim
with a general cargo.

CLEAR

October 8

Any to Bidou, from
Capt. Hing, for K.
Dewey, for Yokohama
Dewey, for Yokohama
Dewey, for Yokohama

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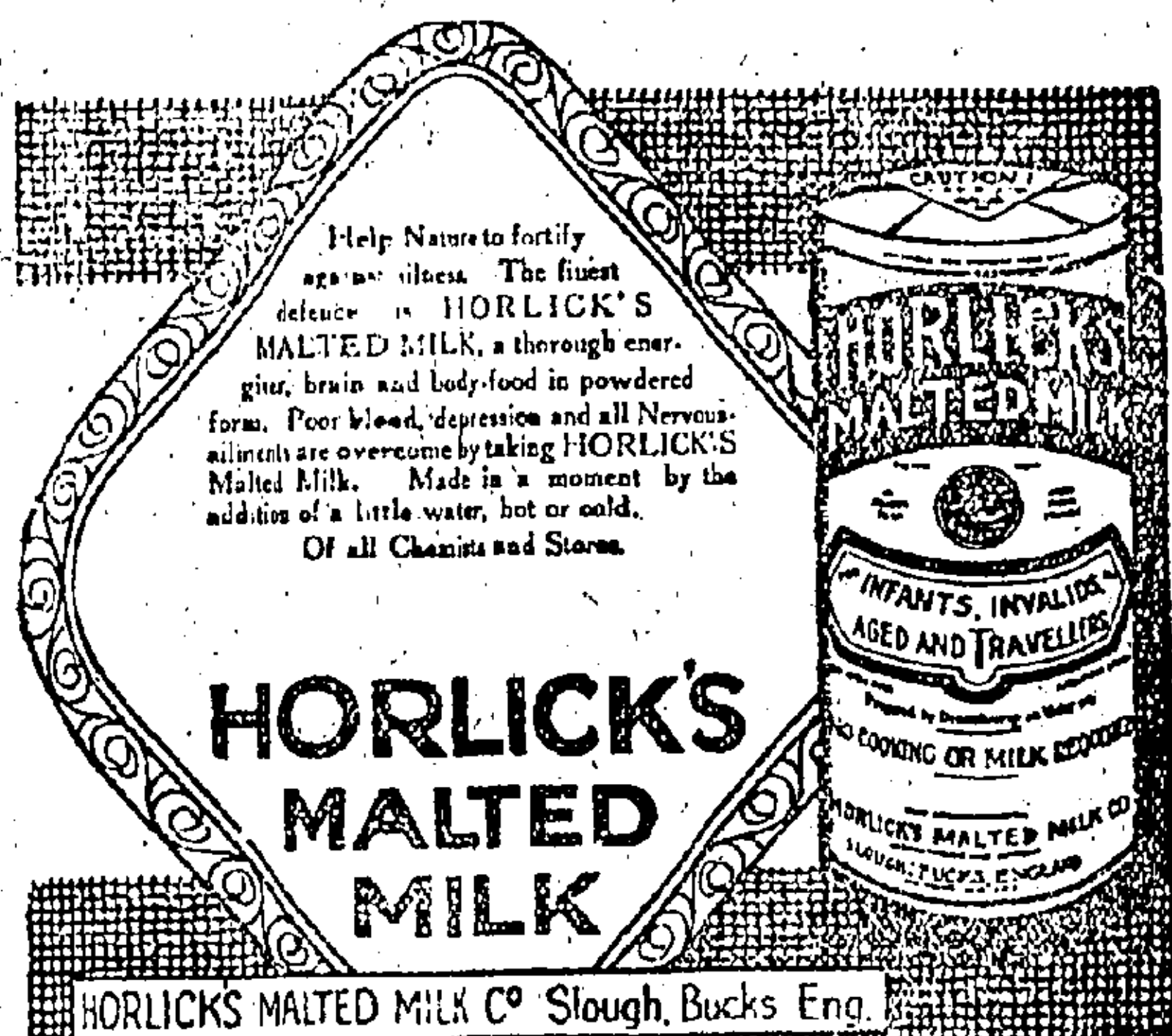
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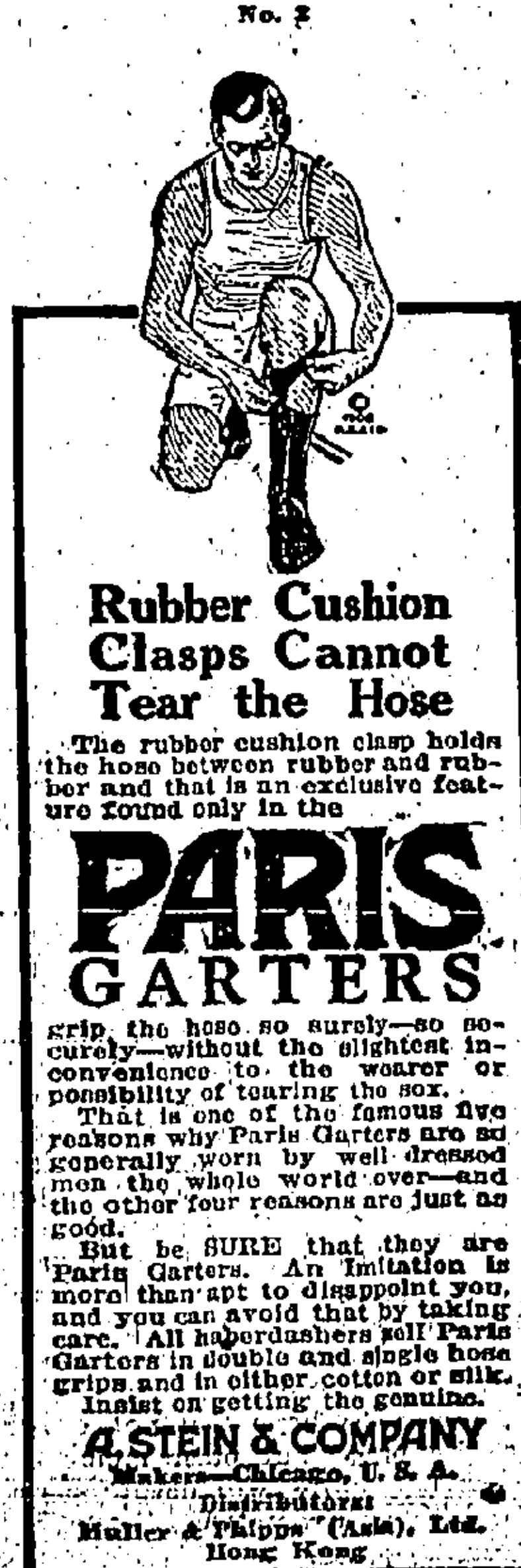
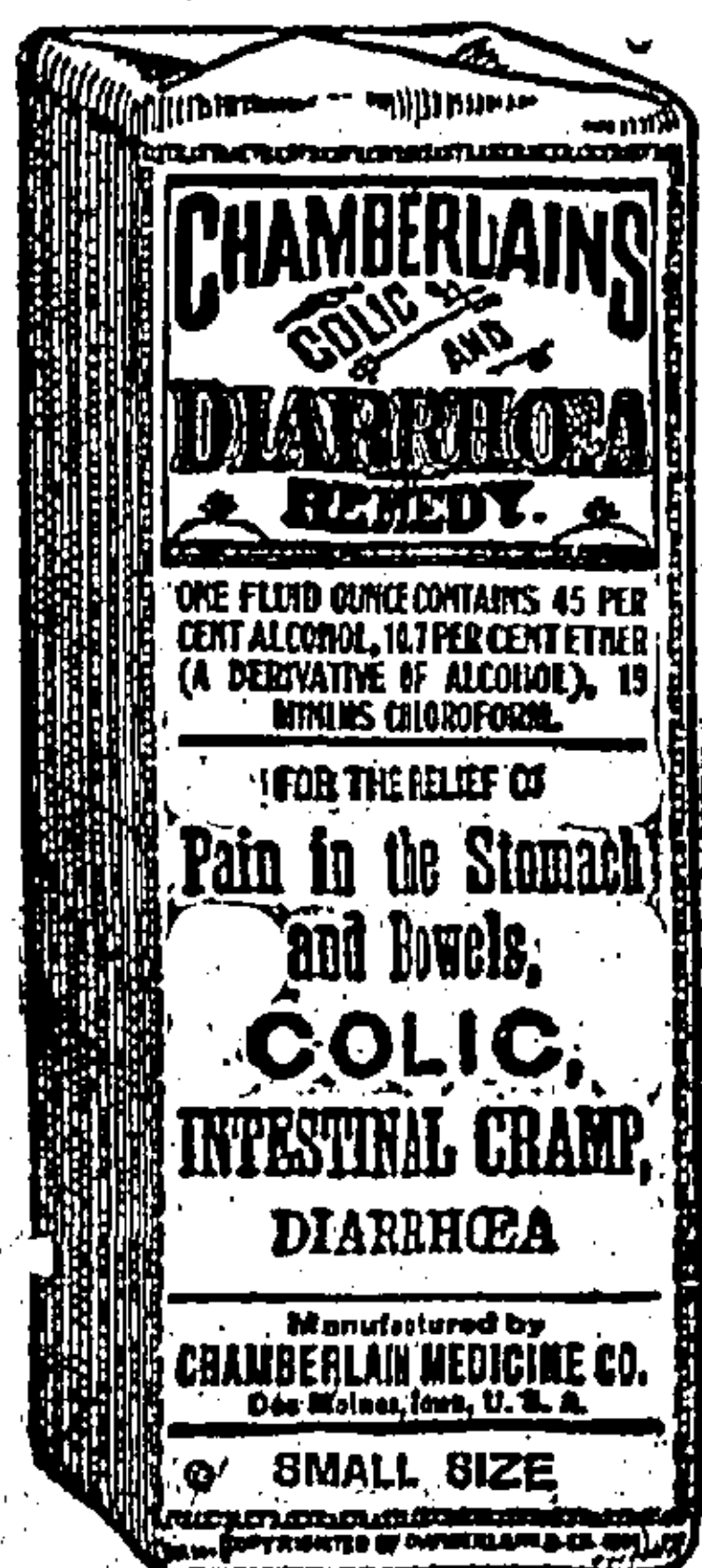
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'N. J. CLUB'
SCOTCHThe "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavor, and still maintains
a world-wide identical quality.HORLICK'S
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HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

WALLACE FARLEY, 1, THE BUND, SHANGHAI.

Rubber Cushion
Clasps Cannot
Tear the HoseThe rubber cushion clasp holds
the hose between rubber and rub-
ber and that is an exclusive fea-
ture found only in thePARIS
GARTERSThe hose so surely so se-
curely without the slightest in-
convenience to the wearer or
possibility of tearing the hose.
That is one of the famous two
reasons why Paris Garters are so
generally worn by well dressed
men the whole world over—and
the other four reasons are just as
good.But be SURE that they are
Paris Garters. An imitation is
more than apt to disappoint you,
and you can avoid that by taking
care. All high-class makers sell Paris
Garters in double and single hose
strips and in other cotton or silk.
Insist on getting the genuine.A STEIN & COMPANY
Makers—Chicago, U. S. A.
Sole Importers—
Heller & Whipple (Asia), Ltd.
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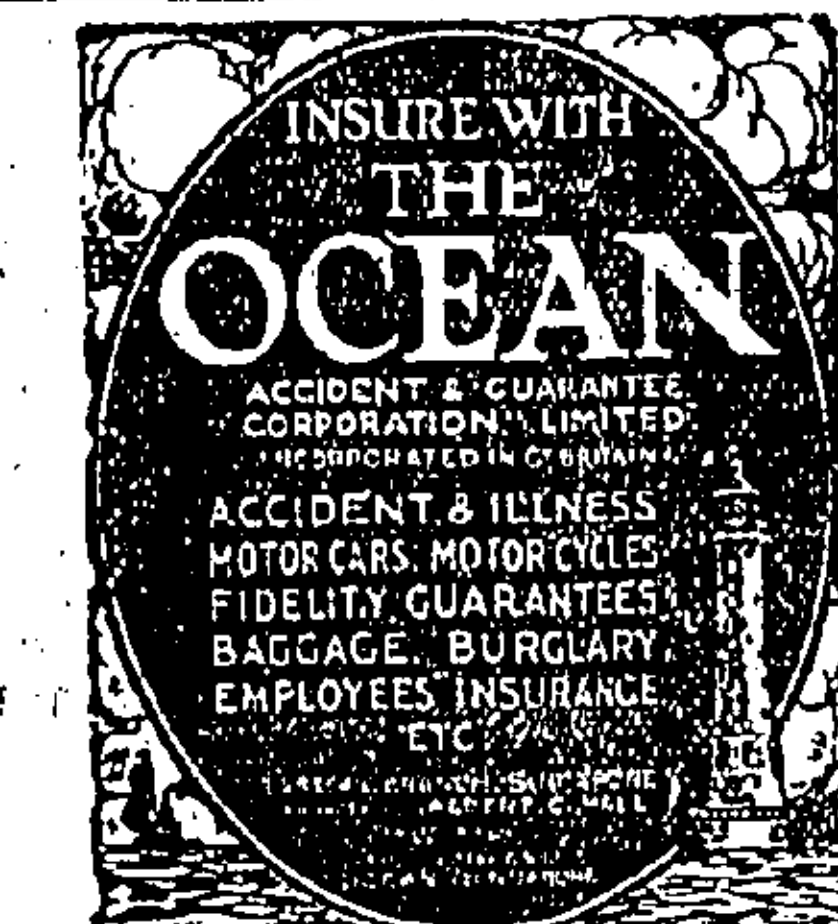
PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]Biarritz, September 25th.
Now is the time when Biarritz begins to
reign in all its splendour. Mountain and
seaside are giving up, not their dead but
their very living clientele, and montaignes
in every part of France are packing their
suit-cases for a flying visit to Paris to lay
in a stock of clothes before continuing on
to this pearl of the Côte d'Argent. As is
only natural—seeing that the late King
Edward when he was Prince of Wales was
one of the first to "discover" Biarritz and
by his constant presence, launch it on its
road to fame—there is a constant stream
of English people here during the season.Here, as at Deauville and Dinard, the
elegance of Paris comes, not so much to revel
in the delights that the beautiful beach has
to offer as to show off the latest creations
that the rue de la Paix has to offer. Here,
as at those other two places, life is more
or less a fashion-parade from early morning
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with a general
cargo.Dewey, American str.
H. A. Wilhelmson,
a general cargo.Georgia, French str.
Waituck, from H
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Kongchow, British str.
H. H. Martin, from
general cargo.—BLashan Maru, Japan
President Jefferson,
tons, Capt. F.
Manila, with a
minal Line.Soda Maru, Japan
Tean Maru, Japan
Capt. S. Morim
with a general ca
Seng.

CLEAR

October 30

Any to Bidou, for K
Chang Hing, for K
Dewey, for Yokohama
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Kaituma, for Pakhoi
Kwai Wah, for To
Kwai Wah, for Shat
Lashan Maru, for
Malaya, for Shung
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Takuo Wang, for
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SHIPPING

The N.Y.K. s.s.
bay (line) left Sin
on October 30th, 1922
November 6th.The P. & O. C
Singapore for this
at 2 p.m., with
mails, and is due
at about 7 a.m.The s.s. Pyrrhus
Liverpool, left Sin
for this port, and
ber 2nd at daylight
The s.s. Trolu
at London on Oct

VESSELS

Agapenor (Blue F
Alcous (Blue F
Benrines (Ben F
City of Paris (Ba
Culchas (Blue F
Eastern (E. & A)
Empress of Cana
Fushimi Maru (N
Kaga Maru (N.Y.
Kamakura Maru
Meriones (Blue F
Pres. Cleveland
Pyrrhus (Blue F
Sanki Maru (N
Tajima Maru (N
Takuo (B.I.), d
Tango Maru (N
Tsuruga Maru (NHONGKONG
Hongkong ObBarometer
Temperature
Humidity
Wind Direction
Force
Weather
Rain
Lowest open-air
Highest open air

VISITOR

BY THE
CAPT
With Illust
PRICEHongkong
Canton

A delicate flavour

is added to stewed or tinned fruits when served with a delicious custard, so easily prepared with good, sweet milk and

Brown & Polson's Custard Powder

Wholesome, economical and of absolute purity, its merits are widely appreciated.

Packed in tins, each containing 1 lb. net.

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[3]

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ENDING MILITARISM.

ARCHBISHOP'S SERMON AT GENEVA.

The Archbishop of Canterbury preached at the Cathedral in Geneva to the delegates of the League of Nations, his text being "Seek ye first the Kingdom of God and His righteousness, and all these things shall be added unto you."

The Archbishop said the League of Nations might go far to make the Kingdom of God amongst men in our own lifetime. "Many of us are here," he proceeded, "in pursuance of a high resolve that it shall indeed come to pass. The League of Nations, though it touches only a portion of the field of Christian faith and life, can claim unhesitatingly, both for its purpose and its policy the surest Christian sanction. Its keynote vibrates in harmony with the keynote of the Christian faith itself, and the Christian faith lies at the core of the progressive history of mankind. In enjoining among the peoples of the earth the Covenant of the League of Nations, we are simply applying the Christian faith in international life."

There is in the peoples of Europe to-day, for all their divergencies and strifes, a higher level of average knowledge and intelligence. A better understanding—I will not say of one another, but about one another—in beginning to prevail. There is a little, just a little, less crass ignorance in one country of what people say and think in other countries. That elementary knowledge is the outcome in part of the great war itself. The soil has been upturned. Right seed rightly sown could grow now more readily than ever before, and a common currency of thought though not yet of opinion, is beginning surely to be perceptible. The hour is ripe for the husbandry of a League of Nations—ripe for the sowing, and then for the growth of popular thought unattainable before. Sometimes there arises in one's brain a strange vision. You and I are accustomed to ways of habitual human intercourse undreamed of a few generations ago. And we are trembling, I suppose, upon the verge of developments thereof vast beyond reckoning. What has already been achieved in all forms of widening human intercourse sunders us from any previous period of human life on earth. That is a plain fact. May it conceivably have the marking too, of a sacred trust? Are we not only wise to know the time but resolute to redeem it? Has anyone, I wonder, tried to forecast in vision what these conditions might be made to mean for the implanting of some deep truth, some sacred message of revelation among millions instead of hundreds of receptive minds.

NO MORE WAR.

"Within the last few weeks Paris and Cambridge and Geneva itself have been huge gatherings of those who represent the popular thoughts and activities of the coming days. Do we all realise the magnitude of those happenings? The International Conference of Boy Scouts held last week in Paris had delegates from thirty different nations, representing an aggregate membership of a million and a half young men and lads. In England the corresponding conference of Girl Guides represented half a million girls from 25 nations. And here in Geneva these were followed by the conference in which those vast enlistments from different lands gave expression to a firm resolve. To what did they commit themselves, those millions who are going to bear the next generation's burden? To a firm resolve for better, worthier citizenship, and for international peace."

"I have left to my last word the gravest and most urgent of our thoughts, that to which, after all, the League of Nations owes its birth—the awful, the horrible, the devil-devised barrier of war. Vain to talk of the 'righteousness of God' while that monstrous arbitrament impends. Not till 'righteousness and peace have kissed each other' can our progress be other than a distracted, stumbling march. You and I have lived through the greatest war cataclysm that the world has ever known. Solemnly we register a vow before God and man that, as far as in us lies, we are going to make it impossible that such thing shall ever again degrade God's children and ignorant, how heartless sounds to-day the easy talk we can remember, in the pre-war days upon the lips of some, that a war would not be a bad thing for us after all, that a little blood-letting is all to the good and so on. Good God! will anybody so speak now? We have seen with our own eyes, we have heard in our own homes and hospitals its unspeakable, its illimitable horrors. And deliberately we say that, God helping us, there shall be no 'next time'."

"The foremost thinkers and statesmen and rulers now alive in Christendom have thrown their strength into devising plans—by tribunals, by delays, by pledges, by conditions, by sanctions to make the thing impossible. Militarism has fashioned its own coffin. We are here to clinch the nails. Every thinking man who is worthy of the name, whatever his creed, whatever his nationality, is with us in the resolve. Civilised humanity, yea, and uncivilised, is on our side. It is, or ought to be, unthinkable that we fail. In 1915 after some months of fighting, a thoughtful man wrote, 'This has shown that public opinion is powerless to restrain a nation which feels strong enough to defy it.' It is ours now, seven years later to secure such public opinion that to defy it would be national suicide. The securing of the public opinion is a matter not for statesmen, but for peoples at large."

* Of Cork Harbour, early last month, a British destroyer stopped a vessel from Hamburg. A boarding party, it is stated, discovered that her cargo mostly consisted of arms and ammunition. She was arrested and escorted to Dublin.

HOW TO STOP WARS.

NAVAL AND AIR FORCES FOR THE LEAGUE

Speaking at Ripley, Derbyshire, on September 10th, General Seely said that nobody in Great Britain wished to engage needlessly in fresh wars, or fresh adventures, but, nevertheless, they were quite determined that they would not stand idly by while General Harrington and his brave men were overwhelmed by Turks, or Greeks, or Bulgarians, or anyone else. They would stand by them so long as they were ordered to maintain their post.

These little wars, he proceeded, may grow into great wars, and if that happens, civilization is really doomed. If you stop the little wars you will prevent the great wars. It is not impossible to stop the little wars. This little war should have been stopped. It could have been stopped if the plenipotentiaries at Versailles who set up the League of Nations had not forgotten or ignored the most elementary truth of human affairs. That elementary truth is that a law without a policeman is useless.

It may be necessary to alter the composition of the League. It may be necessary to follow the well-known views of General Smuts and others by so grouping the Powers concerned as to prevent the common will of mankind being frittered away in minor and petty jealousies. But beyond that we must go the further step and equip this League of Peace with the necessary police force.

I suggest that that force should be a naval force and an air force. With these two powers—the sea and the air—you can cut the communications of any hostile army. Had the League of Nations had both the authority and the power, this latest war could never have occurred. The Greeks were warned not to advance. International sea-power would have cut their communications and rendered their advance impossible. Had Mustafa Kemal attempted to advance, international air-power would have cut his communications and broken up his concentrations.

I plead, then, for the establishment of a true League of Peace with power to enforce its decrees. I believe the United States of America would join in such a plan. We have tried a League without police, and it has not succeeded, through no fault of those who have worked so hard to ensure its success. Let civilized mankind now take this further step and thus abate rivalries, stop the growth of armaments, and save the world from anarchy and despair.

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "JENRICA" (Built of Steel).

Length overall.—56' 6".
Breadth moulded.—11' 6".
Depth moulded.—3' 6".
Draft moulded.—18' to 19".
D.W. capacity on above draft.—3 tons.
Speed.—8½ knots.
Engines.—Twin set "Kelvin", Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall.—28' 8/10".
Breadth.—7' 5/10".
Draft (approximate).—18".
Engine.—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

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Press Office.

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mately 5,000 square feet on each floor. To be
let to the end of the year.—Apply Z. office of
this paper.

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW	"KWONGSANG"	Thursday,	2nd Nov., D.L.
SHANGHAI	"LEESANG"	Friday,	3rd Nov., 10 a.m.
HAIPHONG via HOIHOW	"YUENSANG"	Friday,	3rd Nov., 8 p.m.
MANILA	"YUENSANG"	Friday,	3rd Nov., 8 p.m.
TIENSIN	"CHEONGSHING"	Saturday,	4th Nov., Noon
TSINGTAU via SWATOW	"CHILDA"	Sunday,	5th Nov., 9 a.m.
SHANGHAI	"CHILDA"	Sunday,	5th Nov., 10 a.m.
BANGKOK via SWATOW	"HOPSANG"	Tuesday,	7th Nov., 5 p.m.
TSINGTAU via SWATOW	"CHUNSANG"	Wednesday,	8th Nov., 11 a.m.
SHANGHAI	"HONGSANG"	Thursday,	9th Nov., 3 p.m.
BANGKOK via HOIHOW	"MINGSANG"	Friday,	10th Nov., 10 a.m.
HAIPHONG via HOIHOW	"MAUSANG"	Friday,	10th Nov., Noon
SANADKAN	"FOOSHING"	Sunday,	12th Nov., D.L.
TSINGTAU via SWATOW	"KWAISANG"	Tuesday,	14th Nov., Noon
SHANGHAI	"FOOKSANG"	Tuesday,	14th Nov., 3 p.m.
BANGKOK via SWATOW	"KUTSANG"	Thursday,	16th Nov., Noon
STRAITS & CALCUTTA			
KOBE			

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, a.s. "HINSANG" and a.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dava.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chaofo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

a.s. "HOSANG" will be despatched on or about
Thursday, 9th Nov., at 3 p.m. for SINGAPORE, PENANG
& CALCUTTA.

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GLEN AND SHIRE
Joint Service of Steamers.

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Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	25th November.	Due Hongkong.
"GARNARVONSHIRE"	28th November.	28th November.
"GLENBEG"	18th December.	18th December.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENAPP"	5th Nov., LONDON, ANTWERP, ROTTERDAM & HAMBURG.	
"GLENHARRY"	27th Nov., GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.	

Movement is subject to change without notice.

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For Nervous Breakdown & Chronic Weakness.
English Price 3/- (either remedy).—THE VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Vendors may try to sell you worthless cheap imitations—do not accept them. Insist on having VETARZO. The genuine has a white "VETARZO" trademark on the container stamp, and is printed in English.

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SWATO

HONGKONG

ANCHONG

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Arrivals and

For Freight

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SHIPPING NEWS

ARRIVALS

October 30th.
Montague, American str., 3,729 tons, Capt. G. Johnson, from Portland, Ore., with a general cargo.—Arrived 11 a.m.

Tachian, Chinese str., 1,902 tons, Capt. C. Taylor, from Shanghai, with a general cargo.—U.S.S.N. Co.

October 31st.

Amoy, French str., 4,341 tons, Capt. Caboniquet, from Shanghai, with a general cargo.—Messageries Maritimes.

Amoy, American str., 3,995 tons, Capt. H.A. Williamson, from Manila, with a general cargo.—Struthers & Barry.

Amoy, French str., 777 tons, Capt. E. Waitcock, from Hongkong, with a general cargo.—To Yan & Co.

Amoy, British str., 1,515 tons, Capt. H. B. Martin, from Bangkok, with a general cargo.—B. & S.

Amoy, Japanese str., from Canton, *Amoy*, American str., 3,995 tons, Capt. H.A. Williamson, from Manila, with a general cargo.—Struthers & Barry.

Amoy, Japanese str., 1,250 tons, Capt. S. Morimoto, from Bangkok, with a general cargo.—Kwang Nguat Seng.

CLEARANCES

October 31st.

Amoy, for Haiphong.
Amoy, for K. C. Wan.
Amoy, for Yokohama.

Amoy, for Hongkong.
Amoy, for Swatow.
Amoy, for Canton.

Amoy, for Swatow.
Amoy, for Taitai.
Amoy, for Pakhoi.

Amoy, for Taitai.
Amoy, for Shanghai.
Amoy, for Swatow.

Amoy, for Shanghai.
Amoy, for Manila.
Amoy, for Chefoo.

Amoy, for Batik Papan.
Amoy, for Canton.
Amoy, for Canton.

Amoy, for Canton.
Amoy, for Shanghai.
Amoy, for Singapore.

Amoy, for Shanghai.
Amoy, for Singapore.
Amoy, for Swatow.

PASSENGERS

ARRIVALS

Per s.s. *Tachian*, on October 30th: Mrs. C. Taylor, Capt. A. Linsey-Crawford, R.N.R., Mr. Chisholm.

SHIPPING MOVEMENTS

The N.Y.K. s.s. *Kanamaru* (Bombay line) left Singapore for Hongkong on October 30th, and is expected here on November 6th.

The P. & O. Co.'s s.s. *Karnata* left Singapore for this port on October 30th, at 2 p.m., with the outward English mails, and is due here on November 4th, at about 7 a.m.

The s.s. *Pyrites* (Blue Funnel), from Liverpool, left Singapore on October 25th for this port, and is due here on November 2nd at daylight.

The s.s. *Tachian* (Blue Funnel) arrived at London on October 25th.

VESSELS EXPECTED

Agapenor (Blue Funnel), due Nov. 11th.
Aletris (Blue Funnel), due Nov. 23rd.
Amoy (Ben Line), due Nov. 3rd.

Amoy (Ben Line), due Nov. 10th.
Amoy (Blue Funnel), due Nov. 20th.
Amoy (E. & A.), due Nov. 3rd.

Amoy (E. & A.), due Nov. 3rd.
Amoy (E. & A.), due Nov. 6th, noon.
Amoy (N.Y.K.), due Nov. 7th.

Amoy (N.Y.K.), due Nov. 2nd.
Amoy (N.Y.K.), due Nov. 6th.
Amoy (N.Y.K.), due Nov. 20th.

Amoy (N.Y.K.), due Nov. 20th.
Amoy (N.Y.K.), due Nov. 11th.
Amoy (N.Y.K.), due Nov. 2nd.

Amoy (N.Y.K.), due Nov. 2nd.
Amoy (N.Y.K.), due Nov. 14th.
Amoy (N.Y.K.), due Nov. 6th.

Amoy (N.Y.K.), due Nov. 6th.
Amoy (N.Y.K.), due Nov. 18th.
Amoy (N.Y.K.), due Nov. 2nd.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 31st.

	Previous Day at 2 p.m.	11 Date at 6 a.m.	21 Date at 2 p.m.
Barometer	29.5	29.58	29.55
Temperature	75	74	73
Humidity	81	81	81
Wind Direction	E	E	E
Force	3	3	2
Weather	b	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 30th ... 80
 Lowest open air Temperature on 31st ... 74

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Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia,
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 \$620.50 GOLD... First Class
 \$442.84 GOLD... Second Class
 \$412.84 GOLD... Second Class
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 \$402.84 GOLD... Second Class Pacific
 \$372.84 GOLD... Third Class Atlantic
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 To Swatow and Amoy. To Singapore, Batavia, Sourabaya.
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 To Swatow and Amoy. To Singapore, Batavia, Sourabaya.
 Nov. 3rd at Noon. Nov. 10th at Noon.

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 s.s. "HOZUI MARU" ... about 9th Nov.
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 S. MITARAI
 No. 17 Bankham Street, West
 Tel. Central No. 155. Top Floor, King's Building
 Tel. Central No. 140.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan port
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU ... Friday, 10th Nov., at 11 a.m.
 IYOMARU ... Sunday, 3rd Dec., at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 FUSHIMI MARU ... Wednesday, 8th Nov., at 11 a.m.
 MISHIMA MARU ... Wednesday, 22nd Nov., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
 DAKAR MARU ... Saturday, 11th Nov.
 LIVERPOOL via MARSEILLES.

TAJIMA MARU ... Thursday, 9th Nov.
 SYDNEY & MELBOURNE via Manila, &c.
 AKI MARU ... Tuesday, 14th Nov., at 11 a.m.
 TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.

NEW YORK via PANAMA.
 TOTORI MARU ... Wednesday, 22nd Nov.
 NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAIK
 KAWACHI MARU ... Wednesday, 29th Nov.
 BOMBAY via Singapore and Colombo.

MOJI MARU ... Friday, 10th Nov.
 CALOUTIA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Friday, 17th Nov., at 11 a.m.
 HANGHAI, KOBE & YOKOHAMA.

TSUBUGA MARU (calling Moji) ... Friday, 3rd Nov.
 For further information apply to— NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 293 & 292. K. H. RAMEL, Manager.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Elkridge" ... Due Hongkong 10th Nov.
 Leaves Hongkong 12th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

U.S.S.B. "West Chopaka" ... Due Hongkong 2nd Nov.
 Leaves Hongkong 3rd Nov.
 U.S.S.B. "West Farallon" ... Due Hongkong 22nd Nov.
 Leaves Hongkong 23rd Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY,

L. EVERETT,
 General Agent for
 JAPAN-CHINA-PHILIPPINES,
 INDO-CHINA-STRAITS & JAVA.
 1st Floor, Powell's Building,
 Central Phone No. 3008.
 G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPRESS ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	—	—	5th Nov	BANKA & BATAVIA
TJIMANOEK	NORTH CHINA	9th Nov.	11th Nov.	BATAVIA
TJIBODAS	JAPAN	12th Nov.	14th Nov.	MAXARSA & SOERABAYA

Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the
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Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers	For	Sailing on or about
"OSTERDEK"	Amsterdam, Rotterdam, Hamburg & Bremen	5th Nov
"OUDERDEK"	Rotterdam, Amsterdam, Hamburg & Bremen	10th Dec

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN

General Agents
 York Building.

WEATHER REPORT.

Oct. 31st at 11.43.—Pressure has increased considerably at Nanto and decreased slightly from S.W. Japan to Shanghai and Formosa. It has decreased moderately over the Bonin's, apparently, to the approach of a typhoon from Guam. It is nearly stationary in south-western districts.

Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. 31st Oct., 0.00 inch. Total since January 1st, 68.16 inches, against an average of 80.50 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Disinter FORECAST

Hongkong to Gap Rock N.E. winds, moderate; fair.

Formosa Channel The same as No. 1.

South coast of China between Hongkong and Lamook The same as No. 1.

South coast China between Hongkong and Hainan The same as No. 1.

HONGKONG TIDE TABLE.

From Nov. 1st to 7th, 1922.

		HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong Standard Time.		Height.		H'kong Standard Time.		Height.	
		h.	m.	ft.	in.	h.	m.	ft.	in.
Wed.	1	7	46	6	3	1	18	3	6
Thur.	2	7	46	6	3	1	17	3	5
	3	8	7	6	6	1	49	3	6
Fri.	4	8	23	5	9	2	31	2	6
	5	8	26	7	0	2	20	2	7
Satur.	6	8	59	5	8	3	6	2	2
	7	8	47	7	2	3	50	2	8
Sun.	8	9	37	5	7	3	42	1	9
	9	9	11	7	3	3	19	3	0
Mon.	10	10	21	5	5	4	29	1	7
	11	9	39	7	3	3	47	3	2
Tues.	12	10	13	5	0	5	0	1	5
	13	10	12	7	8	4	46	3	5

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HONGKONG HOTEL.

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 Mr H. S. Garwood
 Mr C. W. Gay
 Mrs W. E. Goodhue
 Mrs W. M. Gray
 Mr L. C. Gray
 Mrs M. C. Gude & infant
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 Mr & Mrs W. S. Hall
 Mr C. Hammond
 Mr J. H. Harris
 Major J. C. Hatham
 Mr & Mrs R. K. Holdsworth
 Mrs J. M. Holt & child
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"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF ORAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

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Sailings from Hongkong.

"KENTUCKY" ... via Suez Canal ... 6th November.
 "TEUCER" ... via Suez Canal ... 16th November.
 "CITY OF CANTON" ... via Suez Canal ... 26th November.
 "ALCINOUS" ... via Suez Canal ... 6th December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONGKONG AND CANTON.

REISS & CO., CANTON.

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M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS	14th Nov.
ARMANDIEHIC	28th Nov.
PAUL LECAT
WANDRE LEBON

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) £138. 14s. 0d. | B CLASS (1st Class) £120. 6s. 0d.
 STEAMERS (2nd) £101. 12s. 0d. | STEAMERS (2nd) £86. 10s. 0d.
 (RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE)

LIGNE COMMERCIALES (Cargo Boats).

"L. DE MISSISSY" ... sailing 2nd Nov. for HAVRE, DUNKIRK & ANTWERP.
 Sailings and dates subject to alteration without notice.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms.
 Sailing and Excellent cuisine

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RAICHING ... Capt. J. S. Thomson ... Friday, 3rd Nov., at 1 p.m.
 HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 7th Nov., at 12 Noon.
 HAIFONG ... Capt. W. C. Pasmore ... Friday, 10th Nov., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

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General Managers.

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AND

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DONGOLA"	8,056	8th Nov., 11 a.m.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"SOUDAN"	6,700	23rd Nov.	Singapore, Penang, Colombo & Bombay.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARMA"	9,000	16th Dec.	Marseilles, London & Antwerp.
"KARMA"	9,000	16th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"NELLORE"	6,583	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALVAN"	9,062	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KRYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA" ... 5,109 ... 2nd Nov., 2 p.m. ... Rangoon & Madras via Singapore
 "GREGORY APCAR" ... 4,649 ... 14th Nov. ... Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST ALBANS" ... 4,500 ... 1st Nov., 3 p.m. ... (Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)

Frequent connections from Australia with the following—
 The Union R.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
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SAILING TO SHANGHAI & JAPAN

"TAKADA" ... 7,000 ... 4th Nov. ... Japan.
 "KARMA" ... 9,000 ... 5th Nov., 10 a.m. ... S'hai, Moji, Kobe & Yokohama
 "EASTERN" ... 4,000 ... 4th Nov. ... Japan.
 "SOUDAN" ... 6,700 ... 9th Nov. ... Shanghai.

All dates are approximate and subject to alteration without notice.

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Passengers for Hongkong must carry their own Hotel expenses at Singapore while await in the carrying steamer.
 First-class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in one of the sections of their P. & O. Takra Steamers to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
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MACKINNON, MACKENZIE & CO.,

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O. S. K.

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"AMAZON MARU" ... Tuesday, 14th Nov.
 BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
 "SEATTLE MARU" ... Tuesday, 5th Dec.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
 "SUMATRA MARU" ... Sunday, 5th Nov.
 "HONOLULU MARU" ... Monday, 20th Nov.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "BUSHO MARU" ... Monday, 6th Nov.
 CALCUTTA via SINGAPORE & RANGOON.
 "NANKING MARU" ... Sunday, 12th Nov.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND, PORTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Passenger Service.

"AMUR MARU" ... Saturday, 12th Nov.

NEW ORLEANS LINE via SUEZ ...

"CELESTES MARU" ...

JAPAN PORTS—Kobe & Yokohama ...

"ATLAS MARU" ... Thursday, 16th Nov.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"ONSHU MARU" ... Sunday, 5th Nov.

TAKAO via SWATOW & AMOY ...

"BATAVIA MARU" (Takao direct) ... Friday, 3rd Nov.

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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GOTHIC PRINCE" ... 24th November.
 S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to—

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(Incorporated in Great Britain) 54, George's Buildings

Telephone: Central 8165. Telegrams: (Furprince).

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For Steamers To Sail
 CHEFOO & NEWCHOWANG ... "PAKHOI" ... On 1st Nov., D.L.
 HAIK PAPAN ... "TAIKOOWANYI" ... On 1st Nov., 9 a.m.
 AMOY ... "WUHU" ... On 1st Nov., 4 p.m.
 AMOY & SHANGHAI ... "SUIYANG" ... On 2nd Nov., D.L.
 SHANGHAI & TIENTSIN ... "KAYING" ... On 2nd Nov., 10 a.m.
 SHANGHAI & TIENTSIN ... "SUNING" ... On 4th Nov., 9 a.m.
 WEIHAWEI, CHEFOO & TIENTSIN ... "LUCHOW" ... On 5th Nov., D.L.
 SHANGHAI ... "CHINHUA" ... On 6th Nov., 9 a.m.
 SHANGHAI & SINGAPORE ... "CHENAN" ... On 6th Nov., 10 a.m.
 SHANGHAI & BANGKOK ... "KWANGCHOW" ... On 7th Nov., 10 a.m.
 SHANGHAI & TIENTSIN ... "LIANGCHOW" ... On 7th Nov., 9 a.m.
 SHANGHAI ... "CHENGTO" ... On 7th Nov., 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Excellent Saloon accommodation amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Hongkong and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.

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SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hk'g. for Manila, Port Bango, Sandakan & Aus. Ports.
"TAIYUAN"	About 29th Nov.	About 4th Dec.
"CHANGSHA"	About 16th Dec.	20th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reindeer Farm: Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 22nd November.
 S.S. "WRAY CASTLE" ... sailing on or about 20th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... sailing on or about 6th November.

S.S. "NIPPON" ... sailing on or about 1st December.

FOR BRINDISI, VENICE & TRIESTE

S.S. "VENEZIA" ... sailing on or about 25th November.

S.S. "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.

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U.S. SHIPPING BOARD EMERGENCY

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TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S. \$820.50 First Class

Throughout.

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SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO

S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.

S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.

S.S. "PRESIDENT WILSON" ... Dec. 6th ... Dec. 28th.

Sailings and Fares subject to change without Notice.

HONGKONG-MANILA SERVICE

LEAVES HONGKONG ARRIVES MANILA

S.S. "PRESIDENT CLEVELAND" ... Nov. 11th ... Nov. 13th.

HONGKONG-CALCUTTA SERVICE

FOR CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE GITANO" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

FOR SAVANNA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK

S.S. "HANOVER" ... Nov. 14th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 147. Cable Address: "HOLAND". Union Building, Hongkong.

Agents at CANTON—REISS & CO.

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"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF PARIS" ... 10th Nov. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

"CITY OF ORAN" ... 1st Nov. ... Genoa, London, Antwerp, Rotterdam and Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

THE BANK LINE, LTD.

REISS & CO., CANTON.

(Tel. Central 760)

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KENTUCKY" ... via Suez Canal ... 5th November.
 "TEUCER" ... via Suez Canal ... 15th November.
 "CITY OF CANTON" ... via Suez Canal ... 25th November.
 "ALCINOUS" ... via Suez Canal ... 5th December.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

REISS & CO., CANTON.

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M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS	14th Nov.
ARMANDBEHC	28th Nov.
PAUL LEONAT
ANDRE LEBON

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... £138. 14s. 0d. | B CLASS (1st Class) ... £130. 6s. 0d.
 STEAMERS (2nd) ... £201. 12s. 0d. | STEAMERS (2nd) ... £288. 10s. 0d.
 RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (Cargo Boats).

"LE DE MISSISSY" ... sailing 2nd Nov. for HAYRE, DUNKIRK & ANTWERP.
 Sailings and dates subject to alteration without notice.

For further Particulars apply to:-

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of "Fast, High Class Coast Steamers" having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAICHONG ... Capt. J. S. Thomson ... Friday, 3rd Nov. at 1 p.m.
 HAIFONG ... Capt. W. S. Turnbull ... Tuesday, 7th Nov. at 12 Noon.
 HAIFONG ... Capt. W. O. Passmore ... Friday, 10th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"DONGOLA"	8,006	8th Nov., 11 a.m.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	Singapore, Penang, Colombo & Bombay.
"SOUHAN"	6,700	2nd Dec.	Bombay, Madras, London & Antwerp.
"KARMA"	9,000	8th Dec.	Marseilles, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	do.
"PLASSY"	7,390	10th Jan. 1923	do.
"SARDINA"	4,580	24th Jan.	do.
"NELLORE"	6,863	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,063	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA" ... 5,108 ... 3rd Nov., 3 p.m. ... Rangoon & Madras via Singapore
 "GREGORY APCAR" ... 4,649 ... 14th Nov. ... Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" ... 45,000 ... 1st Nov., 3 p.m. ... Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
 The Union P.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"TAKADA" ... 7,000 ... 4th Nov. ... Japan, Moji, Kobe & Yokohama
 "KARMA" ... 9,000 ... 5th Nov., 10 a.m. ... Japan, Moji, Kobe & Yokohama
 "EASTERN" ... 4,000 ... 4th Nov. ... Japan, Shanghai
 "BOUDAN" ... 6,700 ... 9th Nov. ... Japan, Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must carry their own Hotel expenses at Singapore while await in the on carrying steamer.
 First-class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Rangoon and Madras in the service of their P. & O. Tickets Singapore to Calcutta.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.
 For further information, Passage Rates, Freight Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.,

32, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—
 Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 14th Nov.
 BUENOS AIRES-RIO DE JANEIRO, SAO PAULO, DURBAN &
 CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
 "SEATTLE MARU" ... Tuesday, 5th Dec.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"SUMATRA MARU" ... Sunday, 5th Nov.

"HONOLULU MARU" ... Monday, 20th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Monday, 5th Nov.

CALCUTTA via SINGAPORE & RANGOON.

"NANKING MARU" ... Sunday, 12th Nov.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking

cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Panama and Cuban Ports.

"AMOR MARU" ... Saturday, 12th Nov.

NEW ORLEANS LINE via SUEZ.

"CELESTES MARU" ... Thursday, 16th Nov.

JAPAN PORTS—Kobe & Yokohama

"ATLAS MARU" ... Thursday, 16th Nov.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"ONSHU MARU" ... Sunday, 5th Nov.

TAKAO via SWATOW & AMOY.

"SOSEI MARU" ... Thursday, 2nd Nov.

"BATAGIA MARU" (Takao direct) ... Friday, 3rd Nov.

Tel. Central No. 4090 Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast

freight steamers.

For BOSTON

and

NEW YORK

S.S. "GARLIC PRINCE" ... 34th November.
 S.S. "GOTHIC PRINCE" ... End of December.

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165.

Telegrams (Furness).

(Incorporated in Great Britain).

St. George's Building.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
CHERFOO & NEWCHWANG	"PAKHOI"	On 1st Nov. D.L.
RAIK PAPAN	"TAIKOOWAN"	On 1st Nov. 9 a.m.
SAIGON	"WUHU"	On 1st Nov. 4 p.m.
AMOY & SHANGHAI	"SUIYANG"	On 2nd Nov. D.L.
SWATOW & SINGAPORE	"KAYING"	On 2nd Nov. 10 a.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 4th Nov. 9 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"LUCROW"	On 5th Nov. D.L.
SHANGHAI	"CHENHUA"	On 5th Nov. 9 a.m.
SWATOW & SINGAPORE	"CHENHUA"	On 5th Nov. 10 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 7th Nov. 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 7th Nov. 9 a.m.
SHANGHAI	"CHENG TU"	On 7th Nov. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Excellent Saloon accommodation, electric fans in Saloon and
 State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
 weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
 Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
 the inconvenience of transshipment at Weening.

BANGKOK LINE—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to:- BUTTERFIELD & SWIRE

TELEPHONE CENTRAL 35. (JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila, Port Bangue, Sandakan & Aus. Ports.
"TAIYUAN"	About 29th Nov.	About 4th Dec.
"CHANGSHA"	About 15th Dec.	About 20th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
 of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light
 throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried.
 Re-issued Cargo boats through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE

Telephone Central No. 35. (JOHN SWIRE & SONS, LTD.) Agents.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

"KENDAL CASTLE" ... sailing on or about 22nd November.
 "WRAY CASTLE" ... sailing on or about 20th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.Fiume having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR SHANGHAI.

"VENEZIA" ... sailing on or about 8th November.
 "NIPPON" ... sailing on or about 1st December.

FOR BRINDISI, VENICE & TRIESTE

"VENEZIA" ... sailing on or about 25th November.
 "NIPPON" ... sailing second half of December.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED.

Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fares to European Ports U.S. \$820.50 First Class
Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

LEAVES HONGKONG ARRIVES SAN FRANCISCO
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.
 S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.
 S.S. "PRESIDENT WILSON" ... Dec. 6th ... Dec. 28th.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

LEAVES HONGKONG ARRIVES MANILA

S.S. "PRESIDENT CLEVELAND" ... Nov. 11th ... Nov. 15th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE GITHAO" ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &
NEW YORK.

S.S. "HANOVER" ... Nov. 14th.
 S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to:-

PACIFIC MAIL S.S. CO.

Telephone: Central 140, Cable Address "PACIFIC MAIL," Union Building, Hongkong.

Agents: REISS & CO.

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Shanghai, N. China, Japan, Canada,
U.S.A., Central & South America, &
EUROPE via VANCOUVER B.C.
and Vancouver, B.C. 20th Nov. } *Empress of Asia* } Thursday, 2nd.
Registration 9.15 A.M.
Letters ... 10.00 A.M.

ON LONDON.—		
Telegraphic Transfer	...	3/8
Bank Bill, on demand	...	3/8 1/2
Bank Bill, at 30 days sight	...	—
Bank Bill, at 4 months' sight	...	2/6 9/16
Credit, at 4 months' sight	...	—
Documentary Bill, 4 months' sight	...	3/8 1/2
ON PARIS.—		
Bank Bill, on demand	...	780
Credit, 4 months' sight	...	816
ON NEW YORK.—		
Bank Bill, on demand	...	55 1/2
Credit, at 90 days sight	...	57
ON BOMBAY.—		
Telegraphic Transfer	...	—
Bank Bill, on demand	...	135 1/2
ON CALCUTTA.—		
Telegraphic Transfer	...	—
Bank Bill, on demand	...	180 1/2
ON SHANGHAI.—		
Bank Bill, at sight	...	—
Primus, 30 days sight	...	—
ON YOKOHAMA.—On demand	...	114
ON MANILA.—On demand	...	113
ON SINGAPORE.—On demand	...	103 1/2
ON BATAVIA.—On demand	...	104
ON HANKOW.—On demand	...	102 1/2
ON SHANGHAI.—On demand	...	102 1/2
ON HANKOW.—On demand	...	84 1/2
ROYALTY, Bank's Buying rate	...	3/9 1/2
GOLD LEAF 100 fine per melt	...	45.80
BAR SILVER per oz.	...	34/18

To: JAMES WATKINS, 6000 THE BROADWAY, LONDON
Ed, Central, Victoria [Birmingham, London]